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BIRTHS.

On 21st January, at 8, Beaulieu Villas, Finsbury Park, London, N., the wife of C. E. STEWART, of a son.
On the 10th March, at Nassim Lodge, Tangle, Singapore, the wife of EVELYN C. ELIAS, of a daughter.
At Fort Cornwallis, Penang, on the 14th March, the wife of C. DICKSON, of a daughter, still-born.
On 16th March, Shanghai, at 137, Bubbling Well Road, the wife of E. O. CUMMING, of a son.
At 85, Institution Hill, Singapore, on March 16th, the wife of GRAHAM HUTCHISON, of a daughter.

DEATHS.

On 15th March, at his residence in Range Road, Shanghai, CLARENCE EUGENE FISKE, aged 40 years.
On 16th March, at his residence, 14, West End Lane, A. NELSEN, Shanghai, Upper Yangtze Pilot, aged 45 years.

The Hongkong Telegraph
MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.
HONGKONG, SATURDAY, MARCH 25, 1905.

KUROPATKIN'S RECALL.

(29th March.)
After a gallant if apparently hopeless struggle against the Japanese forces in Manchuria, General Kuropatkin, of whom so much was expected, has been recalled to St. Petersburg, and the command of the Russian troops has been entrusted to General Linievitch. Few wars have presented such a holocaust of lost reputations as that now proceeding between Japan and Russia. Each general, in turn, left Russia amid a fanfare of trumpets—from Alexieff to Stoessel; each promised that Russia should never see him again, except as a modern Caesar, dragging his captives behind his chariot; or a fallen hero with a claim to the deathless regard of his compatriots. But Japanese tactics quickly put an end to such foolings, and now even Kuropatkin, who may have been more the sport of fortune than the victim of his own incompetence, follows the rest of his leaders to the more salubrious atmosphere of St. Petersburg. General Linievitch, who assumes the important though dangerous command of the Russian forces, hedged about by the indefatigable Japanese in the wilds of Manchuria, was probably first heard of by the outside world during the "Boxer" war, when he commanded the Siberian troops. He is 67 years of age, but is reported to be as active as a young man and immensely popular with the Siberians. When the war with Japan broke out, he was commander-in-chief of the Russian forces in Manchuria, but was superseded by General Kuropatkin. According to the reports which have come to hand, General Kuropatkin's recall was primarily due to a quarrel with General Gripenberg. There are two conflicting versions of the incident. According to one of them General Gripenberg complained

to the Emperor that General Kuropatkin had refused to support his flanking movement, in view of which Gripenberg asked to be relieved. The Emperor, it is added, then telegraphed to Kuropatkin, asking for an explanation, in reply to which Kuropatkin wired that his health was shattered and requested permission to turn over his command to General Linievitch. According to the second and more commonly credited version of the affair, Kuropatkin complained to the Emperor that General Gripenberg undertook the flanking movement in defiance of order, and demanded the General's dismissal. Gripenberg was recalled, but it does not appear to have had a very satisfactory result so far as Kuropatkin's career was concerned. What with the Manchuria forces practically hemmed in on three sides, Rozhdstvensky's squadron sailing away into space, and the approach of summer, which will assist the Japanese when they come to deliver their next blow at Vladivostok, the position of the Russian army in the East is not a happy one. Again, while Russia speaks jauntily of the funds at her disposal—although she has been ousted from every financial quarter in the world—the busy Japanese have managed to curry favour not only with the American financiers but also with German bankers, so that the question of raising another loan if satisfactory terms can be arranged, is assured beyond the shadow of a doubt. From all these portents, it would seem that the end of the struggle is in view, and there can be little question as to whom the honours will fall.

THE EXTENT OF PROVOCATION.

(22nd March.)
Any other issue of the manslaughter case from the sailing ship *King George* than was reached at the Criminal Sessions yesterday, would have been mischievous. The Spanish sailor Ermandes, who killed a shipmate last Tuesday week, was sentenced to three years' imprisonment with hard labour. It was quite plain from the evidence adduced on behalf of the Crown that he struck at Olsen with his sheath knife in a moment of unendurable exasperation, and not with a deliberately murderous intention. The statements of the various witnesses showed that the young sailor, who has now gone to his final reckoning, was as bad a bully of the high seas as one can read of either in fiction or in the accounts of eighteenth century "discipline," while the accused seems to have been a man physically inferior who had hitherto borne a good character on the ship. At the magisterial inquiry the prisoner was committed on the capital charge, but his Lordship the Chief Justice pointed out to the jury yesterday that the crime charged by the Crown against the prisoner was the lesser one of manslaughter, and the reason why was that the deceased came by his death deliberately, yet the act was done under circumstances of great provocation arising from a blow, which the deceased had previously struck. It has been held, and it is the law, he said, that if a person upon receiving a blow replies by striking the man, and death results, that is manslaughter, if it can be properly considered that the blow was the result of the provocation previously received. Had the provocation been a pretext it would have been murder, but on the evidence in this case, manslaughter was the proper charge. It had further been held that no provocation could render homicide excusable, but it could reduce it to manslaughter; it might excuse a crime, and if the provocation was extremely grave the punishment might be practically nil. The lenient interpretation which he subsequently put upon the case when passing sentence will, while acting as a deterrent from the use of the knife, suggest the importance of manning ships as humanely as possible and of discharging bullies on the first indication of their brutal natures.

AMERICA AND THE JAPANESE.

(23rd March.)
The order by the Federal Immigration Bureau of the United States, against the granting of naturalisation papers to the Japanese, is one of the most important that has been issued for some time. It practically means that the Japanese are classed with the Chinese in the ostracism which is applied to the yellow race. In the face of the position occupied by Japan in the affairs of the world at the present time, when Japan can well prove her claim to hold the status of a first-class power, the order seems to be singularly inopportune. The "yellow peril" idea, however, is ever present to the American mind, and it has always been repulsive to American sentiment that Far Eastern Asiatics should fraternise and compete with the white race. There is in this a trace of the old Southern feeling against the equality of any race with those of the old Saxon seed, as evidenced in the objection to equal privileges being granted to the negro slave of former times; and the more recent clamour against the elevation of negroes to the position of the Government. At the same time, it has to be borne in mind that the United States is not alone in the feeling which would restrict the immigration of the Japanese to their own soil. Australia has vehemently protested that Asiatics generally should be precluded from touching Australian shores, and a law to that effect was set in force some years ago. In Melbourne, an enthusiast, who sees in the admission of Japanese to Australia the reclamation of much waste land, has vainly argued, in and out of season, by means of speeches, pamphlets and imitation medals, that the highly-civilised Japanese, after passing a sort of preliminary examination, should be freely enrolled as citizens of the Federation; but

the Fates have been against his fulminations, and his sole laurels are those bestowed upon him by a sympathetic and observant Japanese Ministry. It would seem, indeed, that all the newer countries are up in arms against any possible invasion by the alien coloured race, and the argument in support of that view is in the first place, that the yellow race generally is accustomed to such a meagre dietary, and subject to such impossible conditions in their own countries, that they are able to exist upon what would be starvation wages for a white man. It is not claimed that they are naturally more thrifty and abstemious under their new conditions than they were when in their own country; they simply live the life in which they have been reared. But the Aryan race, it is argued, has reached a higher—it may be a faster and, after all, less worthy—plane of existence, and their ideals are vastly different to that of Asiatics generally. Then, again, when there are so many unemployed in the larger centres of the United States, good reason could be shown for excluding those who are likely to cut the ground from under those who are busily engaged in trying to keep their appointments. It is an example of the old Scotch adage proving superior to all diplomatic considerations. America is determined to "keep her ain fish guts for her ain sea maws," and that maxim is applied indiscriminately. The McKinley Tariff Bill was a buffer opposed to all nations, although at the time the British people looked upon it as being peculiarly directed against them. The wisdom of that action, as also the wisdom of the Immigration Bureau's decision, remains to be proved. With their magnificent prospects, America may be in a position to deny the Japanese that promotion to which they have aspired—citizenship in the United States; but with Japan in the forefront of naval powers, and capable of illimitable exertions—illimitable because they will be carried through on the basis of national pride and innate patriotism—it is difficult to foresee what the end will be. The result so far of the present war between Japan and Russia has had an immense effect on public opinion in Europe concerning the Japanese, and although that opinion may be merely one of respect rather than of admiration, it still exists as a potent factor in international councils. The Chinese have not had the energy or audacity—if it may so be termed—to claim the right of citizenship; even their ambassadors have been ridiculed, caricatured and flouted in the United States press, so that whatever influence they might have had, has been absolutely lost with the governing departments. But a separate niche has been accorded the Japanese representatives, and, truth to tell, that position has not been gained without industry and a calm persistence which must excite a certain amount of consideration. The curious part of the question is that it should have been left to Texas to contest the right of the Japanese to Federal honours. It may be that other States had allowed the matter to hang in abeyance pending the final upshot of the war now in progress, or that they were not so keenly antagonistic to all races other than those of Aryan stock, or that the ultra-excitability tendencies of Texan blood, as fiery as the musangs of that State, saw a possible invasion of a highly-respectable country by Japanese interlopers in the granting of certificates of naturalisation to yellow aliens. Whether the decision of the Federal Immigration Bureau is open to appeal is outside the question. The probability is that no appeal will lie against a Department which is charged with such plenary powers as the Immigration Bureau. Taking for granted that such is the case, there can be no doubt that Canada will follow America's lead, just as Australia had forestalled it, and the Japanese will only have recourse to the old countries, where that antagonism to the yellow race generally has not yet become a factor in practical politics.

CHINA SUGARS.

The extraordinary success which has attended the operations of the China Sugar Refining Company of Hongkong during the past year scarcely received that prominence in the brief statement delivered by the Chairman at the annual meeting of shareholders held yesterday, which might have been desired. The fact that a Company with a capital of \$2,000,000 should have been able to make a profit of no less than half its capital in the course of a single year, is an achievement which can be characterised as nothing less than phenomenal; and the result certainly redounds to the credit of the general managers of the company, Messrs. Jardine, Matheson & Co., and to the managing staff at East Point. But while the success of the past year's working must be extremely gratifying to all who are interested in and connected with the Company, it is also peculiarly satisfactory to us; for little more than a year ago we ventured to predict the result which has now been attained. On the 4th of January, 1904, we wrote, editorially, as follows: "There is no doubt that the sugar refining industries of Hongkong are at this moment on the threshold of an era of prosperity such as they have never enjoyed before. Sugar refining should be one of the principal industries of this Colony, and now that it is unfettered, hitherto bound by the sugar bounty, it should be no reason why the refineries should not set good markets for their refined sugar, with a fair margin of profit. It would not be wise to predict that it is possible that the next five years may see the sugar refining business in this Colony largely superseded. The position of Hongkong in relation to the beet sugar producing countries of the world places it at an enormous advantage over any competing coun-

try for turning out the refined product at a price which should be able to face fair competition, such as is now made possible under the Sugar Convention, without any fear as to the ultimate result for the very important industry which finds employment for thousands of hands in the Colony." That prediction has been fulfilled to the very letter; the result, indeed, has surpassed even the high expectations which we then formed regarding the future of the Company, and it has justified our presence in a manner which affords us the liveliest pleasure. Again, on the 28th of October, 1904, we remarked, with equal foresight—referring to the introduction into the Legislative Council of a Bill to give effect to Article VIII. of the Brussels Sugar Convention of 1904,—that "The statements presented to shareholders at the annual meetings of the China Sugar Refining Company, for the two years previous to 1903, bear sufficient evidence of the detrimental influence which sugar receiving the bounty operated against the Hongkong refineries. In 1902, alone, the effect was most damaging, about twenty-five per cent. of the paid-up capital, of two million dollars, of the concern being lost in the fight against the State-aided produce that found its way in such enormous quantities to the markets within the zone where our refined sugar was hitherto sold almost exclusively. It was thought that the period had arrived when some protection should be secured against the intruder, which threatened at one time to destroy an industry fraught with so many advantages to Hongkong. Happily, the Convention of which Great Britain became a signatory Power came into effect just towards the fall of that disastrous year. What the recuperative powers of the industry have been capable of will be learned from that commercial barometer, the daily list of quotations of our local stock exchange."

In view of the amazing profits obtained during 1904, it may be well to consider some of the reasons which have conducted to this success, and to see how far they are likely to affect the Company in the future. In his speech to the shareholders, the Hon. Mr. W. J. Gresson attributed the remarkable advance in the price of sugar, not only in Hongkong, but in all parts of the world, to three causes: first, the reduction in the "enormous stocks which had accumulated in consequence of the over-production in the years immediately preceding the date of the Brussels Convention; second, the discovery that, in consequence of the unfavourable weather in Europe, it was necessary to materially reduce the estimate of the growing beet crop; and, third, the knowledge that the world's consumption of sugar was fast overtaking supplies in hand and visible in the near future." Another factor which should be included was the large exportation of sugar to the United States of America. And it should also be borne in mind that the effect of the Convention has been to limit the production of beet sugar in Continental countries, particularly in Germany, where over-production was the regular order of things, so long as bounties existed and a paternal Government encouraged competition in other countries. But all that has been changed by the Brussels Convention, with the consequent result seen in the annual report of the China Sugar Refining Company. We have been well aware that as prices increased for refined sugar so, relatively speaking, did the price of raw sugar advance in Java and other countries whence Hongkong refineries derived their supplies of the raw product. One of the reasons assigned by the Hon. Mr. Gresson for the magnificent results achieved by the mills under the management of his firm, was the increasing consumption of sugar in China. It is an exceedingly satisfactory state of affairs that China, the recognised outlet for Hongkong's manufactures, should have at last realised expectations. The consumption of sugar within the Middle Kingdom is bound to grow as China is opened up; and the enlightenment of the people—which is certain to come as intercourse with the outside world is cultivated, and the Chinese of the interior are brought into contact with Westerners here on the threshold of Southern China—will lead to a higher scale of living, in which sugar will play no unimportant part. Hongkong stands at the gateway of that most fertile country, the Southern provinces, just as Shanghai holds a relative position with respect to the Yangtze Valley, and it is to Southern China that Hongkong manufacturers naturally look for the part disposal of their products. The war now proceeding in the northern territory of China is also calculated to broaden the views of our Eastern neighbours, and as their requirements come more into line, in other respects, with those which our education and contact with them will certainly impart, so will the demand of the people for the goods and the manufactures, with which we are able to supply them, increase. One of the most noteworthy features, also tending to the prosperity of the China Sugar Refining Company, has been the decrease in the production of beet sugar on the Continent of Europe. When the bounty system was in full swing, the producers on the Continent cultivated and manufactured as much beet sugar as they possibly could; for the very obvious reason that they always depended upon the home market for the consumption of the greater part of their stock, while the remainder could be sent abroad to compete with cane sugar at bottom prices, and this they did successfully. The import of sugar by other nations into bountied sugar countries was out of the question, off account of the preferential duties. But since the Brussels Convention came into effect, Continental producers are no longer certain of the home market, and consequently, in order that no loss may be incurred, they have restricted their output, the object being to avoid the danger of being left with a heavy surplus stock which could not be disposed of. Formerly, the

producers and refiners on the Continent had a delightful system in full working order whereby they regulated prices on the basis of a mutual understanding. The home market paid for the cultivation of the crop and the refining of the sugar. The remainder was so much profit, and the more they exported the higher were the bounty fees they received. Those days are past and gone. On the Continent prices have risen 40 or 50 per cent., and are at least 15 to 20 per cent. higher than in the East. Even if the exchange rose another 5 to 10 per cent. it would not pay Continental refiners to send their product out here, as they formerly did. With the present prices ruling in Europe—and it is extremely unlikely that conditions will materially alter for a considerable time to come—the prosperity of the China Sugar Refining Company seems to be assured for several years at any rate. When the Brussels Convention was signed, it was commonly assumed that the price of sugar here would immediately rise; but prior to the adoption of the Convention, manufacturers in Europe sent out as much sugar as they could in order that they might earn the bounty before it had been withdrawn. They flooded the China market, and it took months to work off that stock. The effect of the Convention was not therefore apparent until fully six months after it came into operation—in other words, although the Convention was signed in September, 1903, its effects were not realised until March, 1904, when the stock which had been dumped into Hongkong from Europe was cleared away. Then the China Sugar Refining Company began to appreciate that success in their operations, referred to at the annual meeting. In the speech delivered by the Hon. Mr. Gresson, as reported in yesterday's issue, no reference was made to the export of sugar abroad; but we believe it to be a fact that an important outlet has been found, for the products of our local mills, in the United States, at remunerative prices, in spite of competition by the mills in the States. From successive reports by Customs officials it appears that the sugar production of the world falls far short of the demand. That this is likely to remain the case is sufficiently clear from the fact that beet sugar—which has hitherto been a keen competitor against cane in this part of the world—is not now produced in sufficient quantities to supply the countries demanding the product, as in the days previous to the Brussels Convention. The reason for that has already been stated. The deficiency is estimated at over a million tons a year, and while it lasts, by the inexorable law of supply and demand, prices must increase in proportion as the supply falls short of the world's requirements. So that no matter what standpoint is taken in viewing the question, the prosperity of one of the most important industries in the Colony may be considered assured. Even Nature has supplied her quota to the elements which make for success. Two years ago the shortage in the water supply led to the closing down of the mills for a short time; but with the recent rainfall a continuous supply of water is well-nigh a certainty, and now that we have entered upon the wet season, the water stored for the year can be reckoned upon for the remaining months of 1905. Considering the Convention *per se*, there can be no two opinions on the subject. Although there were pessimists who failed to see the benefits likely to be derived from the working of the Convention so far as Hongkong was concerned, the result has amply fulfilled the prophecies of those who saw in it the regeneration of the sugar industry here. It was only a few weeks ago that a deputation of confectioners, and others who use sugar in their manufactures, approached the Colonial Secretary with a list of grievances, alleged to be the outcome of the Convention's operations in the United Kingdom. It will not be out of recollection that the deputation retired with a flea in their ear, having signally failed to secure the objects they had in view, or indeed Ministerial sympathy. The Government remained satisfied that the Convention would prove a distinct boon, and would ultimately work to the advantage not only of the Colonies but also of the home industries. It was fortunate that such a view was held by the Home authorities, and we have no reason to believe that Great Britain will withdraw from the compact which she entered into with such advantageous results. Altogether, the record of the China Sugar Refining Company, whose very existence has been so vitally wrapped up in the Brussels Convention, is of supreme importance to Hongkong, and we can only trust that the future holds as golden harvests for the industry as did 1904, and under the aegis of the "princely house" shareholders will have no cause to grumble at the parsimony in a commensurate distribution of profits to which they are justly entitled.

The following table of statistics, regarding the production and consumption of sugar throughout the world, is the latest compilation we have found on the subject:—

	1900-01	1901-02	1902-03	1903-04
Total stocks Sept.	1,237,000	1,237,000	1,237,000	1,237,000
Beet sugar production	5,520,000	5,520,000	5,520,000	5,520,000
Cane sugar production	6,300,000	6,300,000	6,300,000	6,300,000
Total	11,820,000	11,820,000	11,820,000	11,820,000
World's consumption	11,820,000	11,820,000	11,820,000	11,820,000
The increase in the world's sugar consumption for 1903-04 is divided among the various countries in the following manner:—				
Germany, tons	300,000			
Austria, tons	85,000			
France, tons	200,000			
Belgium, tons	30,000			
Holland, tons	15,000			

Russia, tons	50,000
England, tons	100,000
Other European countries, tons	37,000
North America, tons	120,000
Asia, Africa, Australia, tons	125,000
Total, tons	1,061,000

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

Opium for China.
[From Our Own Correspondent.]
BOMBAY, 21st March.
The P. & O. Co.'s mail steamer left Bombay this morning with about 272 chests of Mulwa opium. Prices are as follows:—
Malwa (New) ...Rs. 1,550
" (Old) ... 1,750
" (Older) ... 1,850
" (Oldest) ... 1,950

THE WAR.

KAIYUAN OCCUPIED.

Mr. M. Noma, Consul for Japan, kindly forwards us the following telegram:—
Tokio, March 20th, 11.50 a.m.
At 4 a.m., on the 19th inst., our detachment occupied Kaiyuan, twenty miles north of Tieling.
The enemy afterwards attempted a counter-attack, but was repulsed.
The enemy burnt bridges on the main road south of Kaiyuan and also destroyed a part of the railway bridge.
A number of Russian guns were found buried near Mukden.

RUSSIANS RETREAT IN DISORDER.

ALONG THE RAILWAY.
Tokio, 23rd March, 11.50 a.m.
Our detachment, following up the enemy on 21st inst., entered Chantu, twenty miles north of Kaiyuan.
Large bodies of the enemy are retreating in disorder in a north easterly direction along the railway.

THE CHINA SUGAR REFINING COMPANY, LIMITED.

MEETING OF SHAREHOLDERS.

23rd inst.
The twenty-seventh annual general meeting of this Company was held at the offices of the General Managers, Messrs. Jardine, Matheson and Company, at noon to-day. The Hon. Mr. W. J. Gresson, President, and there were also present Sir Paul Chater, C.M.G., Messrs. E. Shellin, A. G. Wood, A. J. Raymond, H. N. Mody, W. H. Gaskell, A. G. Stokes, J. R. Michael, P. Potts, Ho Fook, W. J. Cruickshank, A. R. Hinds, E. S. Joseph, F. Smyth, M. S. Northcote, G. T. Veitch, A. Turner, T. S. Forrest, S. J. Michael, and others.
The Secretary having read the notice convening the meeting, the Chairman said:—Gentlemen, in accordance with local custom I propose to take the report and accounts as read. In the year 1904 there was a remarkable advance in the price of sugar all over the world. This rise may be attributed principally to three causes:—(1) the gradual working down of the enormous stocks which had accumulated in consequence of the over-production in the years immediately preceding the date of the Brussels Convention; (2) the discovery that, in consequence of the unfavourable weather in Europe, it was necessary to materially reduce the estimate of the growing beet crop; and (3) the knowledge that the world's consumption of sugar was fast overtaking supplies in hand and visible in the near future. Under these circumstances prices in our consuming markets continued to advance, and we were able to obtain a very satisfactory margin of profit on the refining of our stock of raw sugar, which had for the most part been acquired while prices were comparatively low. Another noteworthy feature of our business during the period under review was the demand for refined sugar in China, our natural and best outlet, and I am pleased to say that consumption there showed a considerable increase over that of any previous year. Turning to the accounts, and the appropriation of profit recommended, you will notice that we propose writing \$50,000 off the Swatow property, which I regret to say seems likely to remain unrecoverable for an indefinite period, and to put aside \$150,000 to form an equalization of dividend fund. Bearing in mind the reverses suffered only two years ago, when nearly a third of our capital was for the time being lost, this will, I am sure, meet with your hearty approval. The experience of recent years also points to the expediency of forming a repairs and renewals account. It is obvious that machinery and plant depreciated with use, and that renewals are constantly being required, to meet which, in bad times, there is often no money available, and it is therefore highly desirable that a fund should be created to provide for the outlay on plant, which must from time to time be necessary, and to enable us to acquire any of the new improvements in machinery which are frequently being brought under our notice. For this purpose we propose to appropriate \$150,000. I have pleasure in testifying to the zeal and diligence displayed by the Company's staff and as a mark of appreciation you will doubtless confirm the bonus which it is recommended be granted to the European employees. Having materially strengthened the position of the Company, we are also happily able, to recommend the payment of a final dividend of \$15 per share, making a total of \$20 per share for the year, and carry forward to next account \$42,812.75, and this, gentlemen, I hope you will consider satisfactory. If no further information be desired I beg to propose the adoption of the report and accounts.
There being no questions, the Chairman moved the adoption of the report and accounts. Mr. H. N. Mody seconded, and the resolution was unanimously carried.
Mr. A. G. Stokes proposed the re-election of Sir Paul Chater, C.M.G., and Messrs. A. G.

Wood, E. Shellin, and A. J. Raymond as Consulting Committee.
Mr. J. R. Michael seconded, and the motion was agreed to.
Mr. Northcote proposed the re-election of Messrs. Thomas Arnold and W. H. Potts as auditors for the ensuing year.
Mr. P. Potts seconded, and the resolution was unanimously adopted.
The Chairman thanked the shareholders for their attendance, and said dividend warrants would be ready to-morrow.

LUZON SUGAR REFINING COMPANY, LIMITED.

ANNUAL MEETING.

23rd inst.
The twenty-third annual general meeting of this Company was held at the offices of the General Managers, Messrs. Jardine, Matheson and Co., this afternoon, Hon. Mr. W. J. Gresson presiding. There were also present Messrs. H. P. White, A. G. Wood, J. R. Michael, W. A. Cruickshank, J. C. Peter, E. J. Moser, W. H. Gaskell, P. Tester, H. N. Mody, A. Runjahn, and others.

The Secretary having read the notice convening the meeting.
The Chairman said:—Gentlemen, you will doubtless consent in the usual course, to take the report and accounts presented to you as read. I regret that for the fourth year in succession, for reasons well known to you, the refinery at Malabon performance remained closed and that the accounts merely show an increase in the sum at debit, equal to the amount necessarily expended on the care of machinery, interest, insurance, &c. As mentioned in the report, the prospects of obtaining some outlet for our sugar in the Philippines improved at the end of last year, demand for local consumption appearing to be on the increase, and after careful consideration it was decided to resume work at Malabon as soon as the refinery could be put in order, and a supply of raw sugar obtained. The latest advices from the Manila agents indicate that it is expected work will commence at the end of the present month, and I trust the result will be favourable, and that a sufficiently profitable market will be found for our sugar to enable us to continue steady work. I would impress upon you that the present start is more or less of an experimental nature, and that the future is by no means assured. Before proposing the adoption of the report and accounts, I shall be pleased to answer any questions which shareholders may wish to ask.

There being no questions, the Chairman moved the adoption of the report and accounts. Mr. H. N. Mody seconded, and the resolution was carried unanimously.
Messrs. A. G. Wood and H. P. White were re-elected to the Consulting Committee on the proposition of Mr. Peter seconded by Mr. Moser.
Mr. T. Arnold was unanimously re-elected auditor, on the proposal of Mr. W. H. Gaskell seconded by Mr. Tester.

This concluded the business.
SHANGHAI & HONGKONG WHARF CO., LTD.
The report of the directors for the year ended 31st December, 1904, to be submitted to the annual general meeting, to be held at the office of the general agents on the 29th inst., reads:—
The directors beg to submit to the shareholders the statement of accounts for 1904.

During the year 6 per cent debentures to the extent of only Tels 7,200 have been issued, the Company's total liability for debentures, at 31st December, 1904, standing at Tels 541,900. Of the 12,000 new shares authorized by the special meeting on 25th April last, 11,848 have been taken up.

After payment of an interim dividend of Tels 4 per share on 23rd August last, the balance at credit of Profit & Loss Account amounts to Tels 103,255.92, out of which it is proposed to pay a final dividend of Tels 6 per share on 20,000 old shares, and Tels 3 per share on the 11,848 new shares ranking for dividend from 1st October last, thus absorbing Tels 155,544, to place Tels 24,000 to credit of Repairs Account, and to carry forward Tels 10,711.02.

A substantial reduction having been made in the overhead of the Company there will be a considerable saving in interest during the coming year's working.
The directors are giving their immediate attention to the matter of providing increased warehouse room at the wharves.

Sir Charles J. Dudgeon and Mr. J. L. Scott resigned from the Board of Directors on leaving Shanghai, and their seats have been filled by the appointment of Mr. W. D. Little and Mr. E. C. Pearce. The present directors offer themselves for re-election.
Mr. H. A. J. Macray has consented to act and has been appointed as one of the trustees for the debenture holders in place of Mr. W. D. Little.

The accounts have been audited by Mr. W. H. Anderson, acting for Mr. G. R. Wingrove, absent on leave, and Mr. H. W. G. Hayter, appointed in place of Mr. C. W. Wrightson, resigned. Mr. H. W. G. Hayter and Mr. G. R. Wingrove offer themselves for re-election as auditors.

Shanghai, 13th March, 1905.

PROFIT AND LOSS ACCOUNT
For the year ending 31st December, 1904.

To Interest on debentures	Tls. 31,522.55
" Interest	58,244.90
" Interim dividend paid on 23rd Aug., 1904, on 20,000 shares at Tls. 4 per share	88,000.00
" Fees to trustees for debenture holders	300.00
" Advertising and legal expenses, &c., in connection with issue of new shares	776.69
" Balance	100,255.92
	Tls. 371,100.06

Cr.
January 1st, 1904.
By Balance

" for 1904.....	348,770.29
" Transfer fees	434.70
	<hr/>
	Tls. 372,100.06

December 31st 1904.
" Balance of working account for 1904

Capital	Tls. 3,184,800.00
Debentures	543,900.00
Building reserve	487,210.88

BALANCE SHEET.
31st December, 1904.

Capital	Tls. 3,184,800.00
Debentures	341,900.00
Building reserve	487,210.88
Reserve account	35,800.03
Jardine, Matheson & Co.	181,870.75
Suspense account	8,621.08
Accounts payable	36,519.82
Profit and loss account	100,255.92
	Tls. 4,670,058.38

Property account, Tls. 4,522,198.57
Accounts receivable 144,550.81
Cost of 60 shares in Shanghai Mutual Telephone Co., Ltd. 3,309.00
Tls. 4,670,058.38
Shanghai, 31st December, 1904.

THE PHILIPPINE CO., LTD.

The report of the Board of Directors to be presented at the annual meeting of shareholders to be held at the office of Messrs. Holliday, Wise & Co., No. 100, Calle Aduana, Manila, at 3.30 p.m. on Thursday, the 30th March, 1905, is as follows:—

Gentlemen,—In accordance with article 81 of the articles of association the directors now beg to submit their report of the working of the Company from the 1st day of November, 1903, to the 31st day of December, 1904.
The profit and loss account, we regret to report, shows a debit balance of P203,519.09 which is principally due to an unexpected loss on 1895 tobacco leaf sold in Europe, the heavy expenses of transferring all the cigar factories with their stocks, etc., to our new building, the organization expenses of the company, the damage by flood in the month of July last and also to the fact that some of our properties, which are now leased, brought us no return during a great part of the year under review.

We have now no rents of factories or godowns to meet. Our general charges, fire insurance and shares have been considerably reduced, the troubles over English Hotel, etc., are at an end, a long law suit has been avoided, the building is off our hands, and we think the company has started the new year with a clean sheet, and with the steady expansion of our tobacco and cigarette business we trust the company will soon enter on a dividend earning period.

We regret to inform you that our resident manager, Mr. J. F. Wright, though bad health, has been compelled to take a trip home, and his place has been temporarily taken by Mr. R. E. Humphreys who will represent the company in Manila.
According to article 51 of the articles of association, the directors, Messrs. Humphreys, Toovey and Sloan, retire from office, and being eligible offer themselves for re-election.
The auditor, Mr. Fleming, also offers himself for re-election.

BENJAMIN, KELLY & POTTS,
General Managers.
Hongkong, 14th March, 1905.

BALANCE SHEET FOR THE FOURTEEN MONTHS ENDING 31ST DECEMBER, 1904.

Capital, \$675,000.00 Hongkong currency	\$608,108.11
Bank loans	104,609.61
Sundry creditors	11,240.13
	\$724,047.85

Assets.
Subscription account 3 shares.....\$ 4.55
Land and buildings.....194,219.20
Goodwill, trade marks and newspapers.....249,734.41
Plant and stocks.....125,369.38
Furniture.....16,701.22
Machinery.....16,445.67
Cash on hand.....392.57
Fire insurance in advance.....1,331.10
Sundry debtors.....66,210.06
Balance.....53,619.69

Liabilities.
Fire insurance.....\$ 4,943.97
Rents of old cigar factories.....3,513.63
Interest.....12,110.64
General management, salary and charges in Manila.....29,731.15
Bonuses and commissions.....1,244.48
Licences and taxes.....3,893.55
Advertising.....2,125.36
Organization charges.....3,185.05
English Hotel.....6,844.62
Consignment 1895 leaf tobacco.....21,413.43
Damage by flood.....7,741.82
Balance.....\$ 96,747.70

Profits.
Manufacturing profits.....\$ 12,353.62
Bad debts recovered.....2,031.92
Exchange.....1,328.73
Commissions.....1,532.71
Working profits of various concerns.....13,981.02
Balance.....53,619.69

Cr.
January 1st, 1904.
By Balance

Land and buildings	194,219.20
Goodwill, trade marks and news- papers	249,734.41
Plant and stocks	175,280.28

December 31st 1904.
" Balance of working account for 1904

Life insurance in advance	1,331.10
Sundry debtors	66,210.06
Balance	53,619.69

BALANCE SHEET.
31st December, 1904.

Capital	Tls. 3,184,800.00
Debentures	341,900.00
Building reserve	487,210.88
Reserve account	35,800.03
Jardine, Matheson & Co.	181,870.75
Suspense account	8,621.08
Accounts payable	36,519.82
Profit and loss account	100,255.92
	Tls. 4,670,058.38

hong for the safe delivery of the wood. He stayed all night on his lighter to guard the cargo. He reported the shortage to a European at Messrs. Gibb, Livingston's office.
The further hearing was adjourned.

22nd inst.
The action brought by the Yee Wo Cheong firm against the Eastern and Australian Steamship Company, Limited, to recover \$1,000 damages for short delivery of sandalwood, by their steamship *Empire*, was continued at the Civil Summary Court to-day, before the Puisne Judge (Mr. T. Sercombe Smith).

Further evidence for the plaintiff having been called as to the shortage.
For the defence it was contended that the steamship company had delivered all the wood entrusted to them for shipment, namely 3,074 pieces. Plaintiffs alleged that 3,196 pieces were put on board at Timor.
The further hearing was adjourned.

THE BANKRUPTCY COURT.

23rd inst.
The Chief Justice (Sir Henry S. Berkeley) presided at a sitting of the Bankruptcy Court this morning.

A QUESTION OF PARTNERS.
Kam Tak Tai exparte the See Loong, was an action by the creditors against the debtors, a firm of several partners, the two managing partners of which had absconded. The Official Receiver, after a receiving order had been made and on the strength of a declaration made by Mr. F. B. L. Bowley, on behalf of certain creditors, desire to publicly examine Chan Chung Man, one of the alleged partners.
Mr. G. K. Hall Brutton appeared on behalf of Chan Chung Man, and denied that his client was a partner. He had filed a summons asking that the issue as to whether his client was a partner or not be tried.

The Chief Justice:—I cannot try that issue to-day; we are here to hold a public examination.—Who is the debtor?
The Official Receiver:—The declaration filed states that certain persons are partners and one of them is Chan Chung Man. If your Lordship will have him put in the witness box I will ask him a few questions.
The Chief Justice:—I cannot force him to go into the witness box. (To Mr. Brutton)—Do you wish him examined?
Mr. Brutton:—No. He is not a partner.
The Chief Justice pointed out that he had no power to order Chan Chung Man into the box. The proper procedure for the creditors was to seize the property of the firm and dispose of it. If Chan Chung Man was not a partner then he could do nothing.

Mr. Bowley made an application to the effect that the declaration filed with regard to certain alleged partners be withdrawn, which application his Lordship granted.
Mr. Brutton then asked leave to withdraw his summons, which was also granted, and the case was closed.

TROUBLES OF A LAWYER'S CLERK.
The public examination of Hoji Yacobi, a clerk in the employ of Messrs. Wilkinson and Grist, was then proceeded with. Yacobi stated that he owed Messrs. Wilkinson and Grist \$2,100, which money he had borrowed to pay off loans contracted. Between 1901 and 1904 he borrowed \$2,100 in order to carry out some private business; and also borrowed several hundreds from Indians. Bankrupt was unmarried and lived in Lascar Road. The fire which occurred there about two years ago destroyed his furniture, which was uninsured. He had paid interest on the borrowed money from six to ten per cent. per month—72 to 120 per cent. per annum. His monthly wages were \$80 and his expenses, including interest, were \$200 per month. Yacobi declared that he supported his aunt, niece and nephews—ten people—and submitted a proposition to pay his creditors 50 per cent., at the rate of \$40 per month out of his salary.

The Official Receiver:—Can you live on \$40? Bankrupt:—Yes; I think so. I will endeavour to do so.

The public examination was then closed.

THE BANKRUPTCY LAWS.
Mr. O. D. Thompson appeared upon behalf of two managing partners in the Wing 'n bank and applied for a receiving order against them. He pointed out that the petition was signed by the only two managing partners here, whereas Sir William Goodman had ruled that the English Bankruptcy law which provided that a number of partners in a firm could not apply for a receiving order without the consent of all the partners was in force here. That rule was not included in the Hongkong ordinances and there was nothing to require that being fulfilled. In many cases where Chinese firms were concerned it was hardly possible to secure the consent of all the partners in the limited time at their disposal.

After argument, his Lordship decided to adhere to Sir William Goodman's ruling.
Mr. Thomson then applied for an adjournment and asked for an order staying any proceedings against the debtors.

The Chief Justice declined to grant an order as asked, remarking that if any creditor cared to bring an action he could do so.

The liabilities of the debtors were \$90,000 odd and their assets \$16,000 odd.
The Court adjourned.

TARS IN TROUBLE.

23rd inst.
There were lively times along the Praya yesterday, owing to the presence of United States warships in these waters, and the shore leave granted their crews, who literally took charge of certain portions of the town and started out to have a good time. They evidently had it; but they had to pay dearly for it, as this morning Inspector Gauld charged five of the blue-jackets with drunkenness and disorderly conduct and interfering with the police in the execution of their duty. The first defendant saw a Chinaman strolling down Ship Street and went up and hit him in the eye, and was afterwards astonished to learn that his victim was a "plain clothes" man. Before Mr. Hazeland this morning he said he did not know he was "up" against the police when he started "fun." "I say," said his Worship, and "Jack" looked astounded, but consoled himself with the thought that that was only \$8.50 gold and he would "get some change out of a \$10 gold bill." The second man was fined \$13, his offence being drunk and disorderly and damaging a *Luton's* property. The third was fined \$7 for disorderly conduct, and obstructing the police, while the fourth and fifth, together with a gunner from the R. G. A., who had joined the "jacks" in their outing, were fined \$10 each for similar offences. Another batch await, in the lock-up, an appearance before his Worship for assaulting a Sikh watchman, on the Yaumatei ferry, from which it is alleged they tried to throw him into the water, while one man, so far undiscovered, hit the Sikh over the head with one of the launch's buckets, laying his cheek open and nearly gaging out his eye. Some of the other men, however, of the party tried to prevent this disturbance, and it is stated that, in the confusion, while some of these, as being disorderly, were arrested too, the actual ringleaders in the whole trouble, are understood to have escaped and got away safely on board of the warships. A "tar" from one ship was picked up outside No 2 Police Station in such a condition of extreme intoxication that the

Inspector in charge considered his removal to hospital imperative, and he was once taken to the Government Civil Hospital, and detained for treatment.

SHORE LEAVE.

SQUADBLE ON THE WATERFRONT.

The nine blue-jackets, from the U.S.S. *Wisconsin*, who were arrested yesterday, were this morning placed before Mr. Hazeland at the Magistrate's charged with being drunk and disorderly at Murray Pier, about 11 a.m. yesterday. One of them was further charged with assaulting an Indian Constable, and throwing him into the water. Evidence was led to the effect that the defendants went aboard a public launch to proceed to their ship when a disturbance took place between the white and "coloured" blue-jackets. A general fight appearing imminent an Indian constable went to the scene, and blew his whistle for assistance and then tried to quell the disturbance, pending the arrival of another Indian constable and P. O. Brennan. The seventh defendant, it was alleged, seized the first Indian constable, knocked his turban off, and pulled him into the water. The constable said the defendant was leaning over the gunwale of the launch and caught him by the head, and pulled him into the water. A first-class Master-at-Arms, on board the U.S.S. *Oregon*, said when he tried to separate the men he got knocked over, and struck with a pole. He denied that the Indian constable was pulled into the water, and asserted that the accident was caused by the crowd, in rushing to get away from the other police, shouldering the constable off the wharf. His Worship complimented witness on the way he had given his evidence and said he was satisfied that his account of the occurrence was correct. Witness was then asked if all the defendants were fighting, and stated that the first, fourth, sixth and eighth were, but the others were not. The fifth helped witness to stop the disturbance. There were, in all 80 men and out of them 50 were drunk.—P. C. Brennan gave evidence of the arrest of the defendants, and said they were drunk and very troublesome on the way to the station.

—The men, who now had various excuses to offer, were fined in sums of \$5 and \$7 or fourteen days. Another blue-jacket from the *Wisconsin* was then charged by Inspector Gauld, of No. 2 Police Station, with assaulting Chinese Constable 967 and district Watchman 97. These men gave evidence that the defendants were drunk, and when they endeavoured to get them out of the launch they both on the head and face. Defendant said he had been drinking and did not remember anything about it. Inspector Gauld mentioned to the Court that two petty officers from the ship helped the police to arrest the men and get him to the Station. His Worship said he would take into consideration the fact that an officer in Court from his ship gave defendant a very good character, and also that he was under the influence of liquor. But the Police must be protected, and he would punish defendant with a fine of \$10 or one month. Two others charged with being drunk and incapable were fined 12 or 7 days.

MORE COUNTERFEIT COIN.

A considerable quantity of counterfeit coin having been found in circulation in No. 7 police district, Inspector Collett put his men on to watch for utterers with the result that he found two men in possession of sums of \$2 and \$17, respectively, all of which were composed of a white metal rather heavily plated with silver. Among the coins were two counterfeit dollars, and the rest were subsidiary coins of small denominations. The two men were arrested, the second on the information of the first. A witness stated that on the 10th inst. he took a dollar in No. 109, First Street and asked for change, and the defendant gave him ten to ten counterfeit pieces. He told the man that his master was desirous of purchasing plenty of that sort of money, and defendant gave him \$10 worth of 20 cent pieces to take as a sample. Witness, however, made his way to No. 7 Police Station and handed the coins over to P. C. 137. Subsequent transactions took place, and ultimately Inspector Collett visited the defendant at 109, First Street and had him arrested. At the station the man said that the witness asked him to get the coins, and he obtained \$10 worth from a man named Chan Cheung Ing. This man was subsequently arrested and the case against him is now proceeding. Meanwhile, the first defendant was committed for trial.

HONGKONG'S WATER SUPPLY.

HOPE FOR THE HOUSEHOLDER.
23rd inst.
In the course of a paragraph which appeared in yesterday's issue in connection with the heavy rainfall of the past few days, it was observed that there was one consolation for those who grumbled at the wet weather, namely, that the reservoirs would soon be so plentifully replenished that a water famine would be rendered impossible and that a continuous supply might be soon expected. With the object of obtaining an official statement on the subject, a representative of the *Hongkong Telegraph* visited the Director of Public Works to-day, and some curious facts were elicited.

Since the present rainstorm began, there has been up to yesterday morning a fall of 3.79 inches—according to the Public Works Department. The Observatory officials, however, give the figure as 4 inches, but the difference is explained by the fact that before the rainfall reaches the reservoirs a considerable quantity of rain has been absorbed by the ground and vegetation.

But when rain first begins to fall after a period of drought only some 40 per cent. of the water is caught by the reservoirs, the remainder being absorbed by the thirsty ground. Should the rain continue, the vegetation and ground become saturated and the percentage of water which reaches the reservoirs increases until anything between 60 to 80 per cent. of the rainfall falls into the reservoirs.

The question which affects the average resident in Hongkong is not the dry statistics connected with the rainfall, but the probability of the present diminished supply of water for four hours a day being changed to a constant supply for 24 hours. Here again some surprising figures were given by the Director of Public Works. The normal daily amount of water used when a constant supply is provided from the reservoirs is between four and four and a half million gallons. When the supply is restricted to one of four hours' duration, the amount of water used is about two-thirds of the normal—or, practically speaking, over three million gallons. In one-sixth of the time when a constant service is in operation, householders and others manage to draw off nearly as much as they would in the course of a full day's supply.

The idea that the supply might be increased from four hours a day to six hours was therefore out of the question, for in that time, residents would succeed in carrying off a normal day's supply—probably more, in their anxiety to fill every jar and bucket that could be used to contain water. The total capacity of the reservoirs is about 500 million gallons, and it is only with the aid of the disposal of the authorities has fallen to 150 million gallons that

the Public Works Department deem it advisable to limit the daily supply. Up to the present the water in the reservoirs has greatly increased, but the quantity obtained is not yet sufficient to allow a full day's supply being granted.

The Director of Public Works was asked:—How long would it take from the present time—provided that the rainfall continues—before a constant supply could be granted?
Mr. Jones replied that if the rainfall continued at the present rate, a constant supply might be turned on next week.

Those who wish to see the normal supply of water again placed at the disposal of the public can only wish that the rain may continue for a week or more, and endure the discomforts of wet feet and disagreeable conditions generally as best they can.

NAVAL NOTES.

31st inst.
The British battleships *Ocean*, *Chalrston*, and *Andromeda* left for Mira Bay this morning.

U.S. TORPEDO FLOTILLA ARRIVES.
Shortly before noon to-day the United States flagship *Wisconsin* accompanied by a flotilla of torpedo boats belonging to the North Pacific Station, arrived in port from Manila, and saluted the flag of the Rear Admiral. The torpedo boats are the *Chaunty*, *Barry*, *Dacatur*, *Sandridge*, and *Dale*. The U.S. transport *General Alava* also came with them, and will be going into dock.

The British cruiser *Amphitrite* left for home this morning on the completion of her commission. There was the usual band playing and cheering from the departing ship and those remaining on the station.

The cruiser *Iphigeneia* has returned from the Farallones whither she conveyed the *Progress* to the scene of the stranding of the *Shrewsbury*. There was no trouble on the part of the native pirates.

HOMEWARD BOUND.
[From a Correspondent.]
Singapore, 13th March.

The battleship *Vengeance* arrived here from Hongkong at two o'clock this afternoon and at once prepared to take in 500 tons of patent fuel. She made a very pleasant passage down, and the ship's company noted a marked change in the weather. Day by day. Twenty-four hours from Hongkong we lost all that unpleasant, muggy weather that prevailed at the Northern port, and the temperature gradually rose until 88° to 90° in the shade was reached, a heat that was, fortunately, tempered by a pleasant breeze from the S.E. The battleship has undoubtedly kept up her reputation as a good steaming ship, and although making only 66 revolutions with her propellers, which is supposed to give a uniform speed of 11 knots, the results have been on an average over 12 knots, say 12½ per hour. Owing to having small and poor coal aboard the expenditure has been rather more than the average, showing about 120 tons per day, which works out to 2½ knots per ton of coal. With good Welsh coal the average for 66 revolutions would only be about 70 tons per hour. The invalids, of whom we have about 30, are all doing well and the four men suffering from brain disease seem much more rational, and are progressing favourably. At forenoon to-day we endeavoured to get into wireless communication with H.M.S. *Thetis*, but were not successful until arriving some fifty miles from the ship. Subsequently we met her flying the paying off pennant in anticipation of being relieved by H.M.S. *Donaventure*.

Later.
We were disappointed yesterday owing to the non-arrival alongside of coolies for coaling operations. According to station regulations none of our own men are allowed to work in coal lighters alongside at Singapore, the operations always being performed by coolie labour. Patent fuel is by no means appreciated in the engine room department as it is bad stuff to handle because of the tar, used in its composition, and which sticks to the hands and arms, while the dust flies about and adheres to any exposed parts of the body, and when the heat from the fires reaches it a nasty blister is raised. At any rate we made a start with the coaling operations on Tuesday morning and will soon make short work of the 500 tons. It has been decided to increase the speed of steaming after leaving Singapore and we shall have 100 to 105 knots, which should give an average rate of 14 knots. We leave here for Colombo at six o'clock this evening.

22nd inst.
The British cruiser *Amphitrite* which left for home yesterday will be relieved by the *Diadem* now on her way to Hongkong.

THE PEAK SIGNAL STATION.
It is also understood that the Naval authorities are contemplating taking over the signal station at the Peak, definite intelligence concerning which is expected to be received at an early date.

WIRELESS TELEGRAPHY AT CAPE D'AGUILAR.
For some time past the Naval authorities here have been busily engaged in erecting a station for wireless telegraphy at Cape d'Aguilar, that being the nearest point at which communication can be kept up owing to the influence of minerals. It will be taken over shortly, every effort being made to get the work completed during the present week.

A delightful specimen of Hibernianism is to be found in this month's Navy List, which contains the following instructions:—"Officers of the late Royal Naval Artillery Volunteers must send in annually to the Secretary of the Admiralty a notification of their being alive."

The intended transformation of Gibraltar from a military garrison to a naval command, with an Admiral as Governor, and the Royal Marine Artillery forming a permanent garrison, causing excitement in military circles at the Rock. It is believed that the new scheme will soon be enforced. With the Atlantic fleet based there, the new dockyard at Gibraltar becomes the Empire's greatest naval command abroad.

THE "SULLY."

UNRELIABLE REPORTS AS TO HER CONDITION.
20th inst.

News was brought to Hongkong the other day by passengers on the steamship *Hongkong*, which has just arrived from Tonkin, that the French cruiser *Sully* still remains on the rocks at Halphong, but that efforts were to be made with the object of towing the vessel into deep water and bringing her to Hongkong for repairs. On reference being made to M. Liebert, the French Consul at Hongkong, he characterized the report as being utterly without foundation. "This is the second time," he observed, "that the *Hongkong* has brought information which cannot be depended upon. If that report about the *Sully* being still on the rocks and that it was intended to bring her to Hongkong were true, I should have heard of it. So far I have no definite news beyond what has appeared in the French papers published in Indo-China."

HONGKONG INVADIED.

THE U.S. JACK-TAR ASHORE.

SOME IDIOSYNCRASIES TO BE NOTICED.
23rd inst.

Hongkong has been subjected to a peaceful, if not peaceable, invasion. The American fleet has arrived from Manila, and now nothing can be seen on the streets but blue-jackets and bluecoats. For some time past hotel-keepers and bartenders have been saying:—"When does the American fleet come here?" Now it has come they find themselves up to the elbows in work. The men of the States have taken possession of the place, metaphorically, by storm. The usually staid Hongkong Hotel, where a giggle is frowned upon, and supercilious decorum reigns supreme, has been converted into a modern Pandemonium. All the regular old stagers, who have nothing to do and wouldn't work if they were offered it, have abandoned. The dear old familiar faces are gone—but not beyond recall. That would be a foolish hope, as one that should not be encouraged, would be a political aphorism.

JACK'S MUSICAL ABILITY.
Jack ashore, when it means British or American sailors, is pretty much the same. He foregoes the use of a Scotticism—in his favourite haunt, and he must sing; whatever else he does, he will and does sing. It is a curious trait. He would rather lose his tankard than neglect the musical mood. And all the songs are sentimental—dramatic, they might be called. Reminiscent of homeland, and the flying embers,

NEW PEAK TRAMWAY.

ADVANTAGES OF THE SCHEME.

DESTRUCTION OF THE FERRYWAY AVOIDED.

Within a few weeks, it is probable that the Petition for permission to build a new electric tramway to the Peak will have been sanctioned by the Legislative Council and active operations commenced on a scheme which promises to afford as much benefit and pleasure to the residents of Hongkong as the present High-Level Tramway. It seems a far cry to-day from the time, in 1881, when Mr. Alexander Findlay Smith first brought a scheme for the construction of a high level tramway under the notice of the Government; but still more noteworthy of the change in public feeling is the acquiescence of residents generally in the feasibility of the proposal and their desire to help forward a movement which is destined to create a minor revolution in the social life of the colony. Many and vexatious trials lay before Mr. Findlay Smith when the present Peak Tramway was first proposed. It was hinted that the Peak would become a sort of public green, where all and sundry would disport themselves to the annoyance and inconvenience of those privileged individuals who considered that the Peak practically belonged to them; by right of priority of possession. But those days are past, and where formerly there were merely a few houses scattered here and there, difficult of access and removed almost from the world, there is now a collection of villas and mansions which are not only a credit to the Colony, but add to the picturesque quality of the Peak. Then it was argued that such a tramway would prove a perpetual source of danger to the passengers, that it was impossible to navigate a car up such steep gradients as those suggested should be followed, that nobody would patronise the cars, and indeed, that the whole scheme was chimerical and unworthy a second thought.

But ably assisted as Mr. Findlay Smith was and impelled by a full share of "Saxon" doggedness and Scotch pluck and perseverance (as one newspaper of that day described it) he proceeded in spite of all opposition to carry out his ideas, and the result is evident to-day. The route of the new Peak Tramway has previously been described, and little need he said on that point at present, beyond this that it is proposed to start the track at Ice-house street, and proceed by an easy gradient past Sir Paul Chater's new house to the Peak, the terminus there being close to the terminus of the present Peak tramway. In setting forth the benefits which would accrue from the adoption of his first scheme, Mr. Findlay Smith enumerated certain facts which have the same bearing on the new tramway as they had on the old. For instance, he then stated:—

"The advantages, especially to the business life of the Colony, of a line of tramway on Queen's Road, need no demonstration. As to scheme B (the scheme finally sanctioned) your petitioner respectfully submits that, if carried out, it would

"Firstly—Render valuable Crown lands now unproductive.

"Secondly—Afford important facilities for the moving of troops and material as well as ready means of access to the Military Sanatorium now about to be constructed. In this connection may be suggested the not altogether conjectural contingency that, with a regular tramway service to the Peak, it might become advisable, for economical and sanitary reasons, to bar the greater portion of the Garrison on the higher grounds, in which event the Government would reap considerable benefit from the diversion to commercial uses of the extensive property now occupied by the military."

"Thirdly—Open up the coolest and most attractive parts of the island to residents and visitors.

"Fourthly—Add largely and beneficially to the over-crowded residential area of the Colony.

"Fifthly—Establish communication with the outport of Aberdeen, and villages on the southern side."

These are facts which remain the same to-day as they were 20 years ago. When the tramway was finished in 1886 all opposition was forgotten in a chorus of praise. But success in the first instance only stimulated the projector to fresh energies and he began to draft out a scheme for a second tramway which, while it should not be a replica of the first, should embody all the advantages offered by the first, and at the same time open up a new district. Seven years ago he first presented a sketch of the sort to the Government, but during those years he has developed and perfected his plans so that they are now practically ready for the engineers.

Recently Mr. Findlay Smith returned from his eleventh trip round the world, and in the course of his travels he has visited every known mountain railway. He has conversed with the most expert engineers in the world, and now his plans for a new electric car to the Peak are ready.

The new tramway will embody all that is latest in mountain railways, with many special ideas in the matter of construction which have been thought out and invented by Mr. Findlay Smith himself. The new tramway will not be a copy of the old one inasmuch as it will have a great many modern improvements rendering it suitable not only for present-day requirements, but also for the requirements of the future. It will run over an unoccupied piece of land, the scenery of which is unrivalled in the Colony, and before many years are past we may expect to see a new crop of villas and mansions in the air, where the jaded city worker can retire after his day's duties and return each day recuperated, and ready for a hard day's toil.

The seating arrangements are to be on a new and improved principle. They will permit the passenger to enjoy the vista from all points of view, at the same time giving the maximum of comfort with the minimum of strain. The cars will be lighted by electricity. An ingenious device which is the invention of Mr. Findlay Smith, has been arranged, whereby the light is obtained through an apparatus hanging from the car and connecting with a wire running along the centre of the track.

It was suggested at first that the railway would pass through the public gardens and destroy the Fernery and palm trees (which are not palm trees according to a well-informed writer) but we believe that a hint about a short tunnel is mooted which readers may accept for what it is worth. The grades will be easy; there will be no sharp turnings, but long sweeping curves. In fact, the new tramway is to be the latest thing in tramways and should prove a boon and a blessing to the Colony. It only remains now for the Government to sanction the scheme and work will then proceed without delay.

In the billiard match, Y. M. C. A. European Department v. Chinese Department, on Saturday, the former won every game, while in a match between Mr. J. H. Osberry, winner of the European Department handicap tournament and Mr. Tan Boon Leung, winner of the Chinese Department handicap tournament, the latter won by 37 in a game of 300 up.

HONGKONG'S SHIPPING.

THE PROSPECTS FOR 1905.

GLOOMY TIMES FEARED FOR SHIPOWNERS.

20th inst.

The imminent opening of the ice-bound ports in the north has led shipowners and brokers to speculate anxiously on the prospects during the ensuing year. As a general rule, those engaged in the trans-shipment of goods to the northern ports can tell pretty accurately the probable condition of things which will prevail during the year, but on this occasion so much dubiety exists, and so little of the exact state of affairs can be foreshadowed, that it is difficult to arrive at a perfectly sound estimate, and that is what worries those interested in the shipping trade.

QUESTIONS FOR CONSIDERATION.

Hongkong, perhaps more than any other distributing centre, is profoundly concerned with the prospects for 1905. Among the questions which have to be considered in this connection are the state of the crops, the tonnage at the disposal of shippers, the state of the freight market, and above all the probability of peace being concluded between Japan and Russia. The last point is of the greatest importance, and the opinions of a ship broker in the city may be of interest not only to those who are primarily connected with the shipping of the port, but all who are concerned with the welfare of the Colony.

IF PEACE BE CONCLUDED.

"Should peace be concluded shortly," he said, "Japan will still require the services of the large mercantile fleet which she took over at the beginning of the war. It will be necessary to provide provisions for the troops in Manchuria, to employ transports for the return of the troops to Japan, and to maintain a regular system of communication between the base and the scene of operations. That will have the effect of keeping a large amount of tonnage out of competition with the regular steamship service from Hongkong and other ports, but it may not last for any length of time."

WHAT ABOUT THE FUTURE.

"Then when that stage has been passed we can only look forward to bad times?"

"That is the opinion of most people who have been trying to solve the question in Hongkong. Even at the present time, freights are exceedingly low, due to the fact that there is an exceptionally large amount of tonnage in the East. Norwegian boats have been coming out all the time. Old boats that could not be employed at home were filled up with coal and sent to the East, in the hope that they would get a charter by hook or by crook; and the result is that a great deal of tonnage will be prepared to accept freights at the lowest figure possible. That means bad business for shipowners at home and shipping firms here."

NEWCHWANG ICEBOUND.

"Newchwang has been icebound up till to-day or to-morrow. We have that information from the Chinese, who are most reliable authorities on the subject. Boats have been going up since a fortnight ago, but so far they have not found any freight to take back on account of the high price of produce—beans and bean cakes, for example."

VLADIVOSTOK CLOSED.

"How does Vladivostok stand?"

"Until the fall of Port Arthur vessels were going up all the time to Vladivostok. The Japanese could not look after Port Arthur and Vladivostok at the same time, so they concentrated their attention on Port Arthur. All a ship had to do then was to telegraph to Vladivostok that she was coming up north and might be expected at Vladivostok on a certain day. When that day arrived the Russians would send out their steam ice-breaker which would make a passage for the cargo-boat and the goods would be landed. But that is all done away with now. The Japanese are watching for vessels going to Vladivostok and the last vessel that left Hongkong for that destination was promptly captured—I mean the *Scotlan*."

PREMATURE TO FORECAST.

Continuing, the speaker said that it was difficult from any point of view to forecast the shipping prospects. He quoted from a circular issued by Messrs. Lamke and Rogge in which it was stated:—"As regards Northern ports, it is premature to form any correct idea as to opening rates. It is said that local companies boats are holding out for 40 cents per ton Newchwang/Canton and it entirely depends on produce being scarce or otherwise, whether that figure will be procurable. The weather has been unusually cold of late and it is quite possible that Newchwang may be ice-bound up to the end of the present month." On the whole, however, it was not necessary to be too pessimistic, and the first view which had been entertained that 1905 should prove a good year for Hongkong shipping need not yet be discarded. A variety of circumstances may arise to benefit the Colony's trade, and ensure the prosperity of the port for another year at least.

THE NATIONAL BANK OF CHINA, LD.

In delivering judgment in re the petition for the reduction of the capital of the National Bank of China (Limited), Mr. Justice Farwell said that the petition was opposed by only 44 holders of the founders' shares, though, of course, they were entitled to be heard, and it was for the Court to see that they were not unduly oppressed. The first point taken was that there was an express bargain that the holders of the founders' shares should not be interfered with. He did not think that was the true construction. The general power to reduce capital was not intended to be limited, and the protection of the founders' shares was left to the Court. Then it was said there was no sufficient evidence of loss of capital. That was a matter for expert evidence; and the experts for the company far outweighed the experts on the other side. There was no doubt that, owing to the fall in the value of the dollar, the company had lost the amount of capital alleged. As for the goodwill, he could not see that a company which over 12 years had paid an average of only a little over 1 per cent. could be said to have a valuable goodwill. The real objection to the scheme was that it was not fair and equitable. The observations made by Mr. Justice Stirling in *re London and New York Investment Corporation* (1895) 2 Ch. at p. 867 exactly fitted the present case. His Lordship could see no hardship in wiping out the founders' shares. These shares would get nothing until 8 per cent. was paid on the ordinary shares, and there was no reasonable prospect that the ordinary shares would ever reach that level. Nor could he see any object in keeping just a shred of life in the founders' shares in order that they might have a hope for the future. The company might want new capital, which they could not secure without getting rid of the founders' shares. He was convinced that the scheme would do no injustice, and the prayer of the petition must be granted.

HONGKONG-MANILA LINE.

RUMOURED COMPETITION BY A MANILA STEAMSHIP CO.

20th inst.

Rumours have lately gained currency in Hongkong to the effect that another line of steamers was about to enter into competition with the several lines at present keeping up direct communication between Hongkong and Manila. It was stated, further, that the Compania Maritima of Manila, for whom Messrs. Barretto & Co. are the local agents, was the company concerned in this new venture and that the first of the new competing boats would leave Hongkong about the end of March. With the object of ascertaining the amount of truth in these rumours, which seemed very circumstantial at a first glance, Mr. Botelho, of Messrs. Barretto & Co., was interviewed. He stated that while it was perfectly true that a steamer of the Compania Maritima's line was not aware that there was any intention of entering into competition with the existing steamship lines running between Hongkong and Manila. Indeed, he could not say whether the *Venus*, which is at present in Hongkong harbour, and will leave for Manila on the 24th inst.—being the first Compania Maritima's boat to proceed on the run—would be permanently engaged on the passage.

The Compania Maritima have a fleet of vessels which are of considerable size and the firm is very well-known in the Philippines. The *Venus*, a vessel of about 1,200 tons, is expected to leave on Friday for Manila with a general cargo. Passengers will also be booked for the voyage, and to show that no idea of competing with the other shipping companies was entertained Mr. Botelho observed that the charges for freight and passenger tickets on the *Venus* would be the same as those being exacted by other lines. The question of establishing a new line, however, is still a possibility which may prove a fact in the very near future, the idea probably being that the *Venus* will make a trial run between Hongkong and Manila with the object of determining the prospects of success in the new project. Whether that be so or not the fact remains that the *Venus* is engaged on a new line of duty, and the only question at issue is with reference to the permanency of her trips from Hongkong to Manila.

THE CRIMINAL SESSIONS.

20th inst.

The business of the Sessions was continued at the Supreme Court this morning, the Chief Justice (Sir Henry S. Berkeley) presiding.

BRUTAL ATTACK ON A SERGEANT.

Wong Kwong Fui, Li Fat and Chun Chi were indicted for committing a violent attack in a Chinese Police Sergeant in the New Territory on the night of January 31st last.

They pleaded not guilty, and the following jurors were empanelled:—Messrs. J. D. Kinard (foreman), F. W. White, C. Lanahan, Erich George, A. G. Coppin, H. D. Bell, and Dhunjeebhoy S. D. Burjor.

The Hon. the Attorney General (Mr. E. H. Sharp, K.C.), briefly opened the case, and called Sergeant Fan Ching who said that on the day in question he was stationed at A-tau in the New Territory. On that date he was at A-tau when there was a temple known as Fak Tai. He saw a man running out of the temple, and followed and caught. He found the man was carrying three boxes of opium and a pair of scales. He arrested him and proceeded to take him to the police station, having to pass the temple to do so. Whilst on the way, he was attacked from behind by the three prisoners who demanded the release of the prisoner. He refused, whereupon they set about him and pulled him to the ground and struck him many times. They stopped up his mouth with earth and grass, after he had blown his whistle, and then they took away his whistle and revolver. He was then stabbed many times in the face, ears and hands. He became unconscious, and when he came to he was in the Police Station, and afterwards removed to the Government Civil Hospital. He had known all the prisoners before. It was a little after half past six when the attack took place. The first prisoner was the keeper of the temple, and on one occasion he remonstrated with him for allowing so many bad characters to congregate there.

Dr. Laing spoke to attending the last witness at the A-tau police station. He found from ten to fifteen stabs on the head; both upper eyelids were cut through and he had to stitch them; his head was twice its normal size from the violence he had received. Altogether he had to put eight stitches in his face. Beyond the fact that his right ear was deformed, he was now quite recovered. He had to remain six weeks in the Hospital. He would think from the position of the wounds, all near the eyes, that the object of the assailants was to blind the man.

Sergeant Perkins deposed to being on patrol duty on the night in question, when he heard groans from the roadside. He went in the direction from whence the sounds proceeded and found the prosecutor lying in a small pit about two feet deep surrounded by prickly bushes. He took him to the police station, where he was attended to. The following morning he made an examination of the scene and found the sergeant's whistle and the holster of his revolver. There were signs of a very severe struggle, and marks in the road where they had dragged the body about. In the temple he found the sergeant's umbrella.

Chen Tak, a police constable at A-tau police station, spoke to arresting the prisoners in the temple the day following the assault.

Chief Detective Inspector Hanson said that on the 7th February, the prisoners and eight others were taken to the Hospital, and out of the lot he unhesitatingly picked out the first and second prisoners, and later identified the third.

All the accused made long defences denying that they took any part in the attack.

His Lordship summed up, and said there could be no doubt that the persons who committed this assault did so with intent to maim and it was quite certain that but for the timely and very skilful assistance of Dr. Laing, the unfortunate sergeant would in all probability have lost his eyesight, for his eyelids had been deliberately cut across. He thought the jury would not be justified in finding the third prisoner guilty on account of the failure of the sergeant to at once pick him out at the Hospital. The Attorney General had also agreed to withdraw the charge.

The jury returned a verdict of guilty against the first and second prisoners.

His Lordship then discharged the prisoner Chou Chi. With regard to the other, (who stoutly protested their innocence), he sentenced them to five years' imprisonment with hard labour, and to receive twenty-four strokes with the birch on entrance to the gaol.

ANOTHER BRUTAL ARMED ATTACK.

Lo Po Shing and Lo Yee were indicted for committing a violent assault upon one Pang Lee with intent to steal, each of them being armed with choppers and bludgeons, on the 12th February last.

They pleaded not guilty and the following jury was empanelled:—Messrs. D. E. Clark

(foreman), J. Benjamin, J. Talam, W. F. Muat, T. E. Collinge, G. C. Engel, and J. Cruickshank.

The Hon. the Attorney General prosecuted and called Pang Lee, the prosecutor. He said he was a ship chandler, and supplied groceries to small junks and fishing boats. He tried to collect a sum of money from a junk owner, a woman, but she could not pay him. Her junk was leaving that day for the place he was going to be took passage by her. He slept in the hold, and in the middle of the night he was woken up by the first prisoner who demanded money. He told him he had none whereupon he commenced to search him. He objected when he drew a chopper and cut him on the shoulder. His ear was also cut in the struggle.

The second prisoner then came up armed with a formidable looking bludgeon with which he belaboured witnesses on the back and side. The prisoners afterwards wanted to get the junk away in another direction but the rest of the crew on board dragged the junk back to Hongkong, and the prisoners were given into custody.

Cheng Looi, the woman who owned the junk, spoke to being called on the night in question to the hold where the assault had taken place. She saw the first prisoner cut Pang Lee with the chopper, and the second prisoner strike him with the bludgeon.

Dr. Laing spoke to receiving the first witness on the 12th February at the Hospital. He had a wound five inches long on his shoulder, another on the bend of the left elbow, four and a half inches long, and a third two inches long, on the upper lip.

At this stage the Court adjourned for lunch. On returning, the sister of the last witness, who was on the junk at the time, gave similar evidence regarding the assault. She saw both men use the weapons, produced, upon the prosecutor.

Sergeant Appleton gave evidence of arrest. He found on board, the wounded prosecutor, and had him sent to the Hospital.

A sergeant interpreter at Yumati Police Station said the prisoners made statements when they were brought in, which he wrote down. Both men put their marks to the documents. The first prisoner in his statement alleged that he did not assault the prosecutor, but said it was the second prisoner. The second prisoner denied the assault, and said the injuries were caused by the first prisoner.

Further statements made by the accused totally denying the charge were put in and read. The first prisoner now said that the women of the junk owed him \$500 wages, and a gold ring and wanted to get rid of him. The prosecutor kept three women, and they had all come forward to tell lies against them.

His Lordship, having briefly summed up, the jury found the prisoners guilty, and they were sentenced to five years' imprisonment with hard labour, each to receive twenty-four strokes of the birch rod on entering the gaol.

DARING GANG ROBBERY.

Wong Yau Fat was indicted for the robbery of money and jewellery from a large number of people, whom, by threats, he put in grave bodily fear.

He pleaded guilty, and was ordered to stand back for sentence.

In connection with the case Cheung Mak Sang, and Yau Kiu were indicted on the same charge, of stealing and house breaking and putting in bodily fear a large number of people on the 22nd February, in the New Territory.

Mr. H. G. Calthrop prosecuted on behalf of the Hon. the Attorney General.

Prisoners pleaded not guilty, and the following were sworn jurors:—Messrs. J. McArthur (foreman), M. P. Beattie, C. G. Bruckner, T. E. Collinge, F. E. C. George, P. A. Cunningham and C. Lanahan.

Wong Yau Fat, the prisoner mentioned above, said that on the day of the robbery, six men, including the prisoners, came to him and said they would like to take him to a place where he could make a fortune. He thought they meant to go somewhere to have a gamble so he went with them. After visiting several tea saloons he asked them what they intended to do, did they want him to go robbing? The first prisoner said "No," and urged him on. Some time later they came to the house of the first prisoner, where he made a bamboo ladder, and told witness they were going to rob a little distance from where they then were. Witness said he would not go. The prisoners and four others who were there told him if he did not come after having walked ten miles, they would stone him to death, and bury him in a nullah. He was so much afraid that he followed them. They came shortly afterwards to a house which they surrounded, and eventually three men who had got on to the roof jumped down into the house, and bound all the inmates. He, with the two prisoners stood out side the door, and did not go into the house. The men inside the house then came out carrying a lot of articles. The men not in custody gave him some of the goods and told him to run with them as fast as he could. He refused when the first prisoner called him a coward, and struck him with a bamboo. Later on he started off with the goods to the pre-arranged meeting place, and was later joined by the other six men. They all began to scold him and said he was not entitled to any of the booty. Afterward, however, they gave him a gold coin, and some small things, and ordered him to clear out. On his way home in Kowloon, he was carrying a silver bangle and some of the stolen property when he was stopped by a policeman who wanted to know how he came by it. Thinking he might be ill-treated he made a clean breast of all that happened.

The owner of the robbed house spoke to being badly assaulted, and recognised the last witness and the second prisoner as being two of the party. He had known the first prisoner a long time, but did not see him that night. The amount of money they stole that night would amount to \$350, including \$100 in American gold pieces. They, the inmates of the house, remained tied up all night. When he went to the Police Station the next morning, he found the two men in the dock and the first witness in custody. He identified a quantity of clothing which had been stolen from his house.

An inmate of the house, related to the owner, was called and identified the second prisoner as being one of the robbers. He picked him out of a large number of men at the Police Station, having distinctly seen his face in the house by the light of a torch. He had known the first prisoner for a long time, but they were not related, though both had the same surname.

Two women inmates of the house spoke to the robbery, one being knocked down and robbed of two silver bangles.

A native constable spoke to arresting the prisoner Wong carrying stolen goods. From what he told him he went to the house of the first prisoner and there found property which was identified by the prosecutor.

Statements made by prisoners when charged were put in and read.

Prisoners now pleaded guilty, and the jury found the prisoners guilty. His Lordship sentencing them to five years' imprisonment with hard labour, and 24 strokes of the birch on entering the gaol.

The prisoner Wong Yau Fat, who informed on the others was sentenced to four years' imprisonment and 12 strokes of the birch.

The Court adjourned till to-morrow at half past ten.

21st inst.

The business of the Sessions was concluded to-day at the Supreme Court, before the Chief Justice, Sir Henry S. Berkeley.

THE MANSLAUGHTER OF A SHIPMATE. THE EXTENT OF PROVOCATION.

Mannal Ermande, a Spanish sailor, of the sailing ship *King George*, was in the Harbour, was indicted for the manslaughter of a shipmate, named Theobald Olsen, in the waters of the Colony, on the 14th instant.

He pleaded not guilty, and the following jurors were sworn:—Messrs. C. M. G. Burnie (foreman), J. D. Kinard, T. E. Collinge, J. Fisher, C. G. Bruckner, W. F. Muat, and D. E. Clark.

The Hon. the Attorney General (Mr. E. H. Sharp, K.C.) prosecuted, and in outlining the case, said there was no doubt that the deceased struck the accused before he drew the knife.

Dr. Olsen, seaman of the *King George*, was called and said he was present when a quarrel occurred between the prisoner and the dead man, about a week ago. They were all having supper in the fore-cabin. Prisoner said he had used a certain filthy phrase to the third mate, when the deceased called him a liar. Prisoner called him a liar, and after using a lot of filthy language got up and struck prisoner in the face. He fell down on a bench on which he was sitting, with the dead man on top of him. Prisoner drew his sheath knife and stabbed Olsen in the groin. Both men then ran out of the fore-cabin, deceased making his way to the Captain's cabin aft.

George Erdwin, a German sailor, whose evidence was interpreted by Chief Detective Inspector Hanson, gave evidence almost similar to that of the last witness. Prisoner, after leaving the cabin, and seeing blood upon the knife threw it overboard.

James Herbert, an old sailor, likewise was called and corroborated the prisoner's testimony. The two men had never been able to agree ever since they joined the ship. He asked prisoner what he used the knife for, but he made no reply. He went aft to assist to dress the wound of the deceased. The man died about an hour afterwards.

Captain James Curtis White, of the *King George*, said the deceased came to his cabin, holding his hands to his groin. Witness said, "Who did this?" and deceased replied, "Mannal," which was the name prisoner went by on the ship. Witness sent for a doctor, from one of the ships in the Harbour, but nothing could be done as the wound was too serious, and death took place shortly after his arrival. Deceased was about 17 years of age, but a better man physically than the prisoner. The prisoner had borne a good character on the ship.

Dr. William Hunter, chief of post mortem examinations, spoke to examining the wound which was an inch and a half long and four inches deep. It was a fatal wound from the start, and must have been caused by a very sharp knife. It was very difficult to say how old the deceased was.

R. C. Wilden, of the Water Police, spoke to being summoned on board the sailing ship on the evening of the night in question when the Captain gave the prisoner over his custody. Prisoner had a nasty mark over his right eye.

Mr. N. G. Nolan, the Court Spanish Interpreter, deposed to taking the statement of the prisoner at the Central Police Station.

The Hon. the Attorney General read the statement which amounted to a confession. He made the same statement before the Magistrate.

Prisoner now said he agreed with all the witnesses he said.

His Lordship, in summing up, said that from the evidence it was abundantly clear that the prisoner drew his sheath knife and stabbed the deceased in the groin, severing thereby the great artery and inflicting a mortal wound. It was given in the course of a contest between the two men, which arose out of a previous altercation between them. *Prima facie* all unlawful killing was murder, but that offence might be reduced to manslaughter according to circumstances. The crime charged by the Crown against the prisoner was the lesser crime of manslaughter, and the reason why was that the deceased came by his death deliberately, yet the act was done under circumstances of great provocation arising from a blow, which the deceased had previously struck. It has been held, and it is the law, that if a person upon receiving a blow, replies by striking the man, and death results, that is manslaughter, if it can be properly considered that the blow was the result of the provocation previously received. Had the provocation been a pretext it would have been murder, but on the evidence in this case, manslaughter was the proper charge. It had been held that no provocation could render homicide excusable, but it could reduce it to manslaughter. It might excuse a crime, and if the provocation was extremely grave the punishment might be practically nil.

The jury after a brief deliberation found the prisoner guilty.

His Lordship, in passing sentence, said he was satisfied from the evidence that the deceased was a bully, and was bullying the prisoner on that occasion. In one sense he brought his death upon himself. He evidently dealt the prisoner a heavy blow, for he knocked him down, and for some time he bore the mark of the blow in the face. It appeared also from the evidence that the deceased was a bigger man than the prisoner, yet for all that did not justify him in his act. He could have complained to the Captain, but instead, in the heat of passion, he stuck a knife into the man. He (his Lordship) always had sympathy with a man who had been struck in the face, but that sympathy did not extend to one who used a knife. Prisoner was a very young man, just starting out in life and this he took into consideration. He would sentence him to three years' imprisonment with hard labour, and he only hoped that it would be a warning to the prisoner all his life never under any circumstances to draw a knife again.

The Court rose at noon.

THE HONGKONG HOTEL COMPANY, LIMITED.

The report of the board of directors to be presented at the ordinary meeting of shareholders, to be held at the company's hotel, at 12.30 p.m., on Tuesday, the 28th March, is as follows:—

Gentlemen,—In accordance with section 56 of the Articles of Association, the directors now beg to submit their report for the half-year ended 31st December, 1904.

ACCOUNTS.

The profit on working account amounted to \$89,326.25 as compared with \$78,424.49 for the corresponding period of 1903, showing an increase of \$10,901.76.

The profit and loss account, including the sum of \$11,668.65 brought forward from 30th June, 1904, shows a credit balance of \$88,766.58, which the directors recommend should be apportioned as follows:—

To pay a dividend of 10 per cent. for the half-year.....\$60,000.00
To write off from value of furniture and fixtures.....12,692.92
To transfer to repairs and renewals account.....10,000.00
To write off from value of steam launch.....2,000.00

To write off from value of electric plant.....1,228.74
To carry forward to new account.....3,554.92

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TANJONG PAGAR DOCK.

EXPROPRIATION BILL.

MR. TURNER.

Mr. Turner said.—The acquisition of the T. P. D. Co.'s property by the Government of the Straits Settlements for which this bill provides will, I am convinced, serve the best interests of the Colony. Not only will this be so as regards Singapore, but for Penang also the measure is highly desirable. The North Borneo is the natural outlet, or inlet, for a much larger share of the trade of the peninsula than it is generally credited with being, but facilities for dealing with that trade are urgently needed. The company's property at the mouth of the P. River is the most convenient starting point, in fact I may almost say is the only, starting point from which to carry out works to give the required facilities. As it is to government we must look for carrying out works of the magnitude that these should ultimately be, it is necessary that the property be vested in Government. The more closely one looks at the proposed measure in all its bearings, the more obvious its advantages to the Colony become.

MR. TAN JIAK KIM.

Mr. Tan Jia Kim supported the Bill. Chinese ships had found it necessary to keep away from the docks on account of the enormous charges. He had made careful inquiry and he could assure the Council that Chinese traders were unanimous in supporting the Government in acquiring this property. He was not prepared to discuss the details and he was not prepared to assent to the 12% charge but that could be discussed in committee. He supported the bill because he thought it would be for the public good. (Hear, hear.)

THE COLONIAL SECRETARY.

Mr. F. G. Penney would congratulate the newest member on the way he had carried out his gladiatorial duties. The despatch of the Secretary of State was not to be taken as an indictment of the company as such, but the question was, to put it plainly, whether they should subordinate the most important commercial and shipping facilities of the Port to the interests of the shareholders, or promote the best interests of the Colony. Was it to be the domination of the dividend or the control of the Colony? Correspondence and figures already quoted had anticipated him—he was thankful to say—and shown that in the past there had been a deficiency of what accommodation and there were grave grounds for doubting the ability of the Co. to provide what was wanted. It was a matter which should not be measured by the amount spent by the Board, of the dividends paid, but by the requirement of the trade of the Colony. Apart from any discussion of satisfaction or dissatisfaction with the dock arrangements, and the anticipation of further delay under the existing regime, was the question of finding the capital. They had been told that the required capital was "practically" secured. They were told that the directors "could not hope to obtain the money." And later that they hoped to get it from customers. Those customers would look for a return either in enhanced dividends, that is enhanced charges, or a greater measure of control, meaning a closer monopoly. The Secretary of State had dealt with the overtures made for financial aid and greater Government control. He came to the conclusion that there was but one course open—for the Government to step in and take over the property. He was sure the public would agree that when a monopoly which had been controlled thousands of miles away and in the interests of shareholders, was succeeded by a trust belonging to the Colony, managed on the spot by its best business men on the ordinary principles of commercial administration, and that administration supported by public opinion and backed by public money—it needed no argument to prove that it would strengthen the trade of the Colony and promote its best interests, making its commerce the paramount consideration.

THE COLONIAL ENGINEER.

said that reference had been made to his department and the quarantine station. He would say that when the matter had been decided upon, permanent works to the value of £26,000 were completed in six months. As regarded the Singapore River improvements, they needed a good deal of surveying work and boring. When they were finished a report would go in to Government. One gentleman had mentioned that some mud-larking had been going on. The *Mudlark* had been at work to some purpose and removed a quarter of a million tons of silt (hear, hear.)

SIR JOHN ANDERSON.

The Governor said he did not propose to go into all the matters that had been touched upon that afternoon. He wished to associate himself with what had been said of Mr. Shelford. From his speech that afternoon he had shown himself a worthy son of a worthy sire, a chip of the old block. It had been said that he himself was not in favour of expropriation at first. The idea had not occurred to him of trusting the harbour and Tanjong Pagar to such a board as the Secretary of State suggested. But he would like to point out that he had held and still held, equally with the Secretary of State the view that it was essential in the interests of the port and the people of Singapore that

TANJONG PAGAR SHOULD BE CONTROLLED BY SINGAPORE.

The Secretary of State had made it clear that the attitude of the London Committee was "we will have no control unless our 12 per cent is guaranteed." What did the late Chairman of the company say at the meeting? When so many references had been made? When the scheme for improvement was brought forward they refused to have it published "unless it could be accompanied by a statement showing how the works recommended could be financed without endangering a dividend of 12 per cent." He added that a dividend of 12 per cent was very unlikely indeed to be maintained. He also, curiously enough, prophesied that the effect of referring Mr. Nicholson's report to another expert would be to increase it by 25 per cent, which is exactly what has happened.

WHAT CHANCE 12 PER CENT.

If it would have been difficult to maintain the 12 per cent dividend on works to cost twelve million dollars, what chance would there be of doing it on works costing 15 million dollars? The Company would have to undertake great works not immediately remunerative. The reconstruction of the wharves would be dead work for the time being. The increased charges would have to come either out of dividends or from increased rates. It had already been said that he had brought no charges against the Company. The late Chairman of the Company had himself done so, and to his mind they had not been answered. He gave distinct instances and repeated that the policy of the London Committee was that the 12 per cent dividend was not to be touched. For these reasons and for reasons of public policy he thought there was sufficient justification for the course they had adopted.

"HIGH-HANDED" AN EPITHET OF ABUSE. Their action had been called high-handed. High-handed was an epithet of abuse and not much of an argument, but if it were applied because they had taken immediate action, surely the action taken six months hence would be equally high-handed. Their justification

for their action was that the Co. had been charged with a great public trust; it had declared itself unable to carry out that trust except on conditions that would seriously inconvenience the public. That was a reason for relieving them of the trust which they could not or would not discharge, and putting it into other hands. They had been told that the 8,000 shares would have given them a quarter of the voting power of the Company. What was the use of that? The whole case was that the control had been away from Singapore, instead of being in Singapore. Possession of voting power would not remove the effective control from London. To give Singapore the control of the Docks, the control of the Co. must be in Singapore and that was the object of the measure.

THE DIRECTORS' SCHEMES.

It had been said that the directors were ready with their scheme of finance. The Council had not been furnished with any of the particulars which would make that argument of much value. No doubt there were many points that could be further considered in Committee, the question of payment for compulsory acquisition for instance. But he would remind the Council that a good many of the expenses which generally went to meet were already included in the clauses of the bill. Why should the Government pay the full value of the shares and recoup the shareholders for any inconvenience caused by compulsory acquisition, and then add

FIFTEEN PER CENT. MORE.

out of the pockets of Singapore? That is what it comes to (said the Governor): we give them everything they can possibly claim, the value of the property is assessed as fairly as it can be, and then we are to add fifteen per cent. He could hardly find words to express his surprise at the idea. That the Government as trustees for the public—for government has no money of its own, and if you pay money you must get it from the public, from the tax-payer and shipper of Singapore—should have to pay that fifteen per cent extra was monstrous, and we could not look at it for a moment. At all events gave a fair price, but why add to that fair price 15 per cent?

WHOSE FAULT WAS IT.

He thought there was a difference in opinion between Mr. Shelford and Mr. Anderson as to who was responsible for the delay in carrying out the schemes of improvement. He himself had gone through the files as far as 1899, when there was a special reserve for renewals which was absorbed when the nominal value of the company was doubled, so that £1,500,000 became by a stroke of the pen £3,000,000. That was done by orders of the London Committee, he presumed, and was their answer to the recommendation of the Singapore directors that the wooden wharf should be changed into a permanent structure. He was rather surprised to hear from Mr. Shelford that this was to be a part of the reconstruction. That was the effort of a brilliant imagination, but it had never occurred to him and he could not conceive on what grounds it could be justified. He would like to say that, as regards the delay in straightening the wharves, he could not admit it to the Government was responsible for that. The delay arose because the Singapore Board of Directors could not send in any communication to Government without first submitting it to London.

HOPE, NOT DESPAIR.

A point he would refer to was the lurid picture that had been drawn of the difficulties that would arise when the Government took over the Docks, when decreased sources of revenue and misfortunes would dog their footsteps. Why should a Board of gentlemen, backed by the financial assistance of the Government, nominated from among the best merchants in Singapore, not be able to manage as nominees of the Government what they now manage as the nominees of the shareholders? He must admit that if the price to be paid for the concern was an exorbitant one, it would be difficult for government to carry out the programme of new works laid down without resorting to other sources of revenue. But he had no reason to suppose that the arbitrators would pay other than a fair amount; that they would not take into account the future as well as the present of the company; that the company was being offered a very large sum, for its shares which could have been had only for a month or two ago for a less sum; and further that the shares which have been paying 12 per cent could not, on the authority of their late chairman, have continued to pay anything like that. It had been asked how the Government were going to work this or that part of the business. He was certainly not going to commit himself on any matter of that kind until he had the advice of those who had been associated with it for so long.

THE JUSTIFICATION FOR THE MEASURE.

The justification of the measure, if justification were required, was that the money required for the extension which their own experts stated were so necessary would be placed at the disposal of the new Board by the Government. Instead of the money having to be borrowed at 6 per cent, it will be borrowed at a lower rate and the benefit would accrue to the trade of the port. As regards the five per cent charge, he would only say that it had been put in the bill by the Secretary of State, and he thought it would have been very unsafe to put in a lower rate.

THERE HAD TO BE A SINKING FUND OF ONE PER CENT.

and he did not think five per cent was a very wide margin, or that it could be safely reduced. It was absolutely necessary from the first that the new harbour board should be self-supporting. It would no longer have to satisfy shareholders and therefore would have no particular object in raising rates, the main object being to increase the efficiency and cheapness of the port. They would have every incentive not to increase expenses more than was absolutely necessary in the interest of good management, and he hoped they would become a concern like the Mersey or Bombay Trust—it was absolutely essential that they should pay their way, but backed with the credit of the Government and managed by themselves in the interest of the trade of the Colony. (Applause.)

THE MOTION WAS THEN PUT.

It was declared carried. On a division being called for, Messrs. Shelford and Waddell voted "No" the remainder of the Council "Aye," the bill being thus carried by ten votes or two.

EXPROPRIATION CONTROVERSY.

AN INTERESTING LETTER.

We have been provided by Mr. J. R. Nicholson, Managing Director of the Tanjong Pagar Dock Co., with a copy of the following letter, which in the present state of affairs as between the Dock Co. and the Government, will be read with great interest. It is addressed by Mr. Gulland, Chairman of the London Consulting Committee of the Company to the Under Secretary of State for the Colonies:—

The Under Secretary of State,
Colonial Office,
Downing Street, S. W.

Sir—I have to thank you for your obliging compliance with my request for a copy of the despatch of the Secretary of State to the Governor of the Straits Settlements, dated 4th November, 1904, which was published in Singapore,

in connection with the first reading of the Tanjong Pagar Dock Expropriation Ordinance. 2. I confess on reading this despatch to some surprise that arguments have been used, for the justification of the course decided upon by the Government, which, I maintain, are contrary to fact and to some disappointment that greater care has not been taken in the adoption of views, the expression of which can hardly fail, in the subsequent more material stages of the proceedings, to prejudice the interests of those so deeply concerned in the issue.

3. Were this Ordinance, as in my humble opinion ought to be practicable, subject to the review of Parliament, my mind would be easy and I need not trouble the Secretary of State with any criticisms of a despatch of this one of his administering officers; but when, as is literally the case, the Government of the country proposes to dispossess British citizens of a property, which it is no exaggeration to represent as second in value to no property in the whole of His Majesty's Crown Colonies; without so much as allowing sufficient time or opportunity for the concerned to present their views of the case. I submit there is little need for me to apologise in adopting what so far as I can see is the only course left to me.

4. So long as we remained in the belief that the Government was actuated in the course it had decided upon solely by considerations of the highest policy, my fellow shareholders and I felt secure that the initial legislative presentation of the case would leave nothing to be desired on the score of fair treatment. 5. When however I find that suggestions and representations, inspired apparently by a desire to belittle the value of the property, which the Secretary of State found ready at his hand, have been used without the presence of an inquiry to substantiate them, as a justification for the Government's decision, I must protest by every means in my power against the injustice of such methods.

6. The whole tenor of the despatch is to represent that the Company's liabilities and an appreciation of its unique responsibilities and was not alert to meet the increasing demands of the port. That its shareholders as embodied in the Consulting Committee—who had all returned home from long residence in the Colony and long direction out there of the Company's affairs—have lost all interest in an enterprise which had taken them and their predecessors forty years to build up and were now concerned merely in its capabilities as a dividend-paying investment.

7. I most emphatically protest against any such misrepresentation of the Company's attitude towards the Colony or any such distortion of the aims of the London Committee.

8. I take particular exception to the extract from the despatch of the Governor of the Colony in paragraph 5 representing the possibility that parsimony was the policy of the shareholders for the attainment of a dividend which would tell in the event of expropriation.

9. I cannot but believe that His Excellency has by this time ascertained that, however misdirected the expenditure may possibly have been, parsimony at least has not been the watchword but that an honest endeavour has been made up to the lights of the management to keep the enterprise well ahead of its work.

10. But apart from that His Excellency has since doubtless made more particular investigation of say the last ten published accounts of the Company and seen for himself that the shareholders far from paying the way for expropriation were denying themselves in the interests of the expansion of the enterprise of over £5,000,000 per annum. It is to say that had the shareholders been pursuing the shall I say, somewhat unworthy practice attributed to them they would have been dividing in dividend not the paltry £144,000 they have contented themselves with for many years back but the sum of the £1,000,000 per annum which is the amount of the annual net earnings of the Tanjong Pagar Dock Company as shown by its published accounts.

11. I cannot avoid the reflection but I mention it with every possible respect that mystification on which the shareholders have found in the low figure of £240 per share offered by Government is solvable on the supposition that it was arrived at while the Government was still under the impression that £44,000 was the extent of the dividend of which Tanjong Pagar was capable on a system of parsimony.

12. If the dissection of the Company's composition be insisted upon and a discrimination as to be set up between the Committee on this side and the Board on that (a treatment of the subject which however I have no desire to participate in) then I am compelled to assert and prepared to prove up to the hilt that the whole weight of the proprietary on this side was utilised in years of struggle with the Board for the greater expansion of the resources of the Company to cope with the ever growing demands of the Colony and without a moment's hesitation on the score of expenditure.

13. It is perfectly true that there were internal dissensions among us. For greater Bodies than Tanjong Pagar have their internal dissensions with equal difficulty in preventing their publicity. But Tanjong Pagar dissensions arose, not as the Secretary of State would seem to imply, from any concern as to dividend results, but solely from the determination of the Committee that whatever the cost, the modernization of the Company must proceed without further delay.

14. The initial bone of contention was the representation of the Committee that the affairs of the Company could no longer be attended to in the intervals snatched from individual business—that an expert Managing Director might be said to have been forced into appointment in the teeth of the Board's most determined opposition. Yet without it no comprehensive progress would have been possible and it was only by means of it that the Committee were at last able to produce the comprehensive scheme of deep water wharves recently approved of by the Colonial Office Engineer. This scheme, which the Secretary of State himself commends, the Committee emphatically claim as the ultimate attainment of the object for which they had to struggle with the Board for years.

15. I fear I am somewhat labouring a shade of the subject which I have disclaimed but the Secretary of State by paragraph 5 of his despatch evidently misrepresents the power of the Committee to make itself felt in the deliberations of the Board. He apparently supposes that some shareholders dominated the votes of the Board. This was very far from the case. Of the nine directors three only could possibly be considered as subject to London influence. The other six were absolutely independent.

16. But these internal troubles were not, in a relative survey, after all, of a very prolonged duration and for the past year the conditions of harmonious management, which have distinguished by far the greater period of this Company's long and prosperous career, have been completely restored. For the Secretary of State therefore to imply that a temporary dissension amongst its control—a by no means infrequent experience of all large enterprises—was an argument for expropriating this particular enterprise is I submit open to the objection which I have represented.

17. But this is all detail. It is however detail forced upon me by the harmful prominence accorded to it in the arguments of the

Secretary of State. His main contention that the Company has not kept itself up to the demands of the port is I maintain abundantly refuted in the figures with which I supplied him in my letter of the 14th October, 1904. A Company which was able at its inception to deal in six months with only 57,000 tons of shipping but has developed itself into a capability of handling 233,000 tons in the half year is scarcely chargeable, one would have thought, with neglecting its field of operations. The Secretary of State refers to the Company as a practical monopoly. It is so, but this arises not from any intention to make it so per se but simply through the Company's energetic policy of increasing its wharfage resulting in an absorption of almost all the available foreshore. I maintain that any representation that the Company has not been equal to all demands of the port is next to baseless and the best answer to the charge is the freedom from complaint which it enjoys throughout the length and breadth of its vast and manifold business operations.

18. To come now, however, to the Secretary of State's principal content against the Company that it finds itself behindhand in its preparedness for the great expansion of the shipping trade which has taken place to the Far East, I would respectfully express the doubt if the Secretary of State quite realizes the rapidly with which the change, particularly in the additional draught and the other enormously increased dimensions of modern tonnage, has come about. I do not go the length of representing that the dissensions amongst us which led to delay are after all a subject for congratulation, but I do submit in all gravity that it is quite possible they have in this important respect not been an unmitigated evil. It is by no means inconceivable that a five years' earlier start might have been on lines (I lay stress again on deeper draught) which we might be realizing to-day had been totally inadequate.

While on this subject of the alleged backward state of the Company may I be allowed to refer parenthetically to some former negotiations with His Majesty's Government which threw the Company's development back several years. After years of negotiation, during which any other important work of the kind had to be held in abeyance, the Admiralty and the Company had completed an arrangement for the building of a graving dock on the most modern lines, capable of docking the largest battleship. The Company was to provide the site and build the dock and the Government and Company's respective shares of the cost were arranged and everything else done over to the tariff at which Government work was to be charged.

Had this been carried out which at the time seemed an absolute certainty the Government would have had in Singapore, for several years back, the call of one of the finest docks in the world. But unfortunately the Treasury would not ratify the arrangement and the project had to be abandoned. The Navy failed to get its dock and the Company lost several years of valuable time.

19. However, financially, the delay of course also finds the Company only more competent to contemplate extraordinary expenditure. The Company's credit is stronger to-day than ever it was. The impression to the contrary which the Secretary of State apparently derived from my letter of 14th October is I think severely warranted. The Company's desire that the Government should be its banker for this extraordinary expenditure was absolutely and exclusively for the reason that I attempted there to state clearly, viz.—that the Government's equally zealous interest in the progress of the Colony might lead it to intend on terms which would enable the Company considerably to accelerate the completion of the work. The negotiations with the Government in short were solely in the interest of the best terms.

20. The Secretary of State, however, apparently has gathered the impression that it might be onerous for the Company to finance the scheme. Nothing could be further from the fact. The Company had made all necessary arrangements for the money and the Government's refusal to lend to the Company would have made very little difference. The Company had decided in any case upon the immediate carrying out of the whole scheme as laid down in the plan and upon its completion within a period of ten years or less if that were possible, and this was plainly stated in my letter of the 14th October.

21. Not only so, but, foreseeing the probability that the Company's regular business would be greatly hampered during the reconstruction, the Company had entered into negotiations for the acquisition of the P. & O. and St. James properties by means of which to replace the facilities of which they might have been temporarily deprived. This alone it is hoped sufficiently answers any suggestion that the Company was finding itself at the end of its financial resources.

22. This brings me to refer to the use in the despatch that has been made to the Company's detriment of an incidental remark during the conversation which took place in your Office on the 1st October. The point being discussed was the ability of the Company to dispense altogether with Government financial assistance and it was pointed out that even without borrowing, and all from any one source, the Company could still do the work out of its customary reserves although that way it would take it much longer, possibly thirty years. But it has never one moment been contemplated to do this special work otherwise than with special financial arrangement enabling its completion in ten years less. The Company were too deeply interested in the reproductive benefit to be derived from the completed work not to want to strain every nerve to accelerate its completion.

23. The copy of the despatch has thrown a much-needed light upon the reason why the Government found the Committee's offer of 14th October so incapable of further negotiation. I am completely mystified as to how it has arisen, but it is clear that a mistake has been made in providing the Secretary of State with facts of the first importance. The Secretary of State writes of the 20,000 shares of which it was suggested the two Governments should become possessed and carrying votes of only 500 whilst I had represented that the voting power they would carry would give the Government "effective control." Had it really been as the Secretary of State understood I should certainly have been open to the grave censure implied by him in his remark that the voting power offered him was illusory. But I submit that as such trifling with the Secretary of State was scarcely conceivable a more thorough investigation should have been instituted.

The facts is that by an alteration of the Articles of Association dated 11th June, 1904, the suggested holding carried a voting power not of 500 only but of 10,000, and it is difficult to imagine circumstances in that case where the Government vote would not have been effective whenever it was desirable to exercise it. The intention of the Committee was strictly to give the Government practically as absolute control as it will have under the new Ordinance.

The subject of price is perhaps a delicate one to refer to now but in their calculations it seems to me that both the Governor and the Secretary of State have omitted to take into sufficient consideration the high premium of former issues of capital and the years upon years of accumulated reserves in which new

Shareholders necessarily now become participants. 24. I have now touched upon such points of the Secretary of State's despatch as seem to me as the representative of the great body of the proprietors to be affected by the expropriation, to call for my animadversion. I can well understand the motives of high Imperial and Colonial policy which animate the Government in their desire to acquire so magnificent a property—none the less that I shall deplore, as many others will with me, our severance from an enterprise to the building up of which the longest and best part of our lives has been devoted—but I repeat my regret that the Secretary of State, in instructing the necessary legislation, did not more rigorously guard himself against the dissemination of opinions tending to jeopardize the inter-connection of adequate compensation, to which I have felt it my duty to draw his attention.

25. As I have already notified to you, the utter inadequacy of the Government compensation of the value of the property leaves no hope of any settlement but through the tedious and costly means of Arbitration. Fortunately no subtlety of argument can avail against the indisputably great value of the property and the proprietors, if they have the feeling that they are being dispossessed of their great estate with scant consideration for their interests, are left with the consolation that no Empire can possibly view their mile and half of wharfed foreshore, their graving docks, workshops and godowns and their 628 Acres of town land, which in a few years must become the busiest heart of Singapore, their considerable wharfage at P. River and their interest at Tanjong Pagar giving at the same time due heed to the magnificent returns of the Company for the past thirty years, without an award which must be a near approach to their legitimate expectations.

As the Secretary of State's despatch has been published in Singapore I feel sure that he will see no impropriety in my intention immediately to publish this letter here.

I am, Sir,
Your obedient servant,
W. G. GULLAND,
Chairman to the London Consulting Committee of the Tanjong Pagar Dock Company, Limited.

—Straits Times.

JAPANESE SQUADRON.

TWO CRUISERS: A "CONVERT" AND A STORESHIP.

ADMIRAL DEWA IN COMMAND.

Not entirely unexpected was the arrival of a Japanese Squadron here, says the *Singapore Free Press* of 15th inst., although when the Japanese flag went up at Fort Canning at seven o'clock this morning it somewhat anticipated the expectations of even the well-informed.

The warships were sighted from Mt. Faber at seven o'clock and were promptly reported as four in number, two cruisers, a converted cruiser and a store-ship. The composition of the squadron is

"KASAGI" (FLAGSHIP) AND "CHITOSE,"

"AMERICA MARU" AND "YAWATA-MARU."

The cruisers came in straight from the East and anchored about 4½ to 6 miles out, well beyond the harbour limits, the Chitose to the north, the Kasagi central, and the Yawata Maru to the southward. Well down on the horizon was the America Maru, the converted Toyo Kisen boat, which has been here before. She apparently anchored ten or twelve miles out, possibly to form a link in a chain to whatever other ships may be outside. She came up to the anchorage of the other ships at eleven o'clock, and the four vessels formed a conspicuous and formidable little fleet to the east of the Harbour.

On the ships being signalled a telephone message was sent up to Government House. At the same time the Master Attendant's launch Dolphin went off with Boating Officer Pestana to carry out the necessary legal warning about neutrality, and about leaving the Port within twenty-four hours. At the same time a launch was detailed with P. C. Mulcock and another officer to lay by in the vicinity of the squadron.

Just before 9 a.m., there came in to Johnston's Pier

THE "KASAGI'S" STEAM PINNACE with three naval officers on board. They were met by Mr. T. Tanaka, the Japanese Consul, Mr. Kamura, manager of the M.B.K., and Mr. Nakamura, his successor. After a brief colloquy one of the Japanese officers, a navigating lieutenant, went to the Master Attendant's office and having obtained permission from Government, checked his chronometers. The other two went to the Telegraph Office. All, of course, preserved a strict reticence, but the telegraphic news of

THE MUKDEN VICTORY.

which was news to the fleet, was received with great satisfaction both by them and on the ships.

Mr. Tanaka went back in the pinnace to the Kasagi. In the meantime the other Japanese gentlemen, and a representative of the *Singapore Free Press* went out in a launch to the flagship. These, and a representative of Messrs. Thompson Thomas and Co., naval contractors, were the only visitors to the men-of-war.

Coming up to the cruisers, their formidable appearance was most striking.

The Kasagi and Chitose, it may be remembered, are American built ships, the former being built at San Francisco and the latter at Philadelphia, both completed about five years ago. They bristle with guns, each having two 8 in; ten 47 in; twelve 12 prs, and smaller guns. Handsome vessels they are, low in the water, with fine lines showing that their 22 knots is not merely a nominal speed, spick and span from end to end, the crew were carefully removing traces of bad weather from their sides, and all was busy activity and order.

The America Maru is well known in the East, as she used to be on the Pacific run. The Yawata Maru is apparently a storeship, but she has a big gun mounted forward and another aft. The squadron is undoubtedly

PART OF TOGO'S FLEET.

of which 12 vessels were sighted at 1 a.m. off the Harburg by Capt. Slaker of the Hong Wan. Their search-lights were going, and Capt. Slaker had to exercise all his navigating skill to get through.

Approaching the Kasagi a brier order to go round to seaward was received. The gangway was reached, but visitors were stopped by the sentinel at the head, until cards had been sent in. Then we were courteously invited to sit under the shade of the bridge, Japanese officers were gravely introduced and questions asked and answered. The vessels report

GOOD WEATHER DOWN.

except for five or six days ago, when heavy rain and a little rough weather was experienced. Some remarks were passed about feeling the heat, as they have come straight down from the cold Japanese waters. Nothing was to be said of former plans but keen interest was taken in the latest news from Manchuria and questions poured in about

ADMIRAL ROZHDISTVENSKY'S FLEET.

The Mukden victory was entirely news and copies of the *Singapore Free Press* were eagerly snapped up and scanned.

In the meantime Mr. Tanaka was busy with the Admiral, from whom presently came his Staff Captain, with the welcome news that

ADMIRAL DEWA

would see our representative. If all about the ship was clean and orderly, the Admiral's saloon was particularly so. The Officers' saloon is flanked by a couple of quick-fires. The furniture was not large in amount, almost the only inflammable articles being a chair or two. Still, it was cheerful and bright, and when the electric fan was set a-going cool and pleasant.

Admiral Dewa is a middle-aged man, above the average height of Japanese. He speaks English well, received congratulations on the splendid victory at Mukden with pleased courtesy, expressed his thanks to the *Singapore Free Press* for its attitude towards our allies—as he put it. "The *Singapore Free Press* has an excellent reputation in Japan for its comments on the war, and its friendly attitude towards us"—and courteously introduced our representative to the Staff Captain. This officer is a bronzed keen looking sailor—all the officers and men looked as they should on active service, clear-eyed, bronzed, hard as nails, and bearing the confident consciousness of having seen danger and being ready to meet it again.

The information available was naturally not great.

"Yes, the rest of the fleet is every bit as fit as these vessels. What are they? The Kasagi, Chitose, America Maru and Yawata Maru. We have had good weather, but it is warm here."

"The news from Yokosuka." "Ah! I think it is good."

"No, we did not go to Hongkong, we cleared from Sasebo."

Then over a bottle of Tansan the position at Mukden was examined, and to a suggestion that that glorious victory was due to the vessel we were on, in common with the rest of the fleet—"Ah! the command of the sea."

"We leave in four hours."

A cruiser with her coat off and sleeves turned up—perhaps her soldier and arms akimbo is not altogether a pretty sight. The Kasagi is evidently an example of the gun-power theory. From her big fore and aft guns to her numerous secondary armament all was ready. The sponges and rammers over-head had no painful newness. The hoists showed where shell had passed over them, the long series of rolled flags on the bridge and the semaphore signalmen, all told their tale. Most significant was the bareness of the vessels and the three emergency six inch shell standing ready to the breech, while every sentinel carried his three cartridge boxes and his rifle and bayonet. Order, discipline and spirit were everywhere visible, and if a tenth of what we read be true about the state of Rozhdistsvensky's squadron—God help them when the Kasagi and her mates get to work.

INSPECTION OF THE ARMY SERVICE CORPS.

22nd inst.

At 9 a.m. to-day H. E. Major-General Villiers Hatton, G.O.C., inspected the Army Service Corps, on their parade ground at C. Block, Queen's Road, and expressed himself entirely satisfied with the general appearance and turn out of the men. There were no evolutions, and after the inspection His Excellency visited the quarters of the corps where he found everything most satisfactory, and congratulated the men on their own appearance and that of their quarters.

HONGKONG AND FISCAL REFORM.

Commenting upon the resolution brought forward by the chairman of the Chamber of Commerce and his remarks thereon, the *Japan Chronicle* says that at the time the plebiscite approving Mr. Chamberlain's proposals was passed we ventured to point out this very consideration, and it is interesting now to observe that the Chamber of Commerce has become aware of the damage that might be done to the interests of Hongkong if the policy of Free-trade which has made that place the greatest port in the Far-East should be departed from. In effect it would seem that the Hongkong merchants, while holding with Mr. Chamberlain's proposals as a pious opinion, are anxious to avoid any possible personal damage that might be done by them. The people of England may, it seems, rightly be called upon to endure the taxation of food if "Imperial" interests are thus to be served; but the merchants of Hongkong would like to consider very closely any scheme which may affect their particular interests before giving assent to it. Objection was raised at the meeting of the Chamber of Commerce was a cosmopolitan body, and it was as if the Government was asked to submit proposals affecting the British Empire to merchants some of whom were not British, but the resolution was eventually carried with only four dissentients.

THE LATE SIR ROBERT JARDINE.

Sir Robert Jardine, whose death is announced at the advanced age of eighty, was not only a territorial magnate in the Lowlands, and a politician, his career in Parliament earning him a baronetcy, but was also a merchant prince, being the head of the great London firm of China and East Indian Merchants, Messrs. Matheson & Co., and founder and

LECTURE ON TEA.

22nd inst.

At the City Hall this afternoon Mr. J. T. Cotton, of the Sanitary Department, delivered a lecture at the City Hall under the auspices of the Hongkong Odd Volumes Society, on "Tea." Dr. F. W. Clark presided over a small gathering.

The lecturer, who is well qualified to speak on the subject, having for many years been connected with the tea industry in Upper India, said:—Considering the enormous and yearly increasing consumption of tea, not only in England and the English speaking communities, but also in nearly the whole of the civilized globe, it is somewhat curious to observe that, as compared with many other articles of commerce held in high esteem, its introduction is but as a thing of yesterday, whilst even in its native country history gives it a far less ancient pedigree than can be indisputably ascribed to the world over to its more captivating—more dangerous rival—wine. Notwithstanding the importance which the cultivation of tea had now obtained, many generations passed before it became an article of commerce.

"I will now give you a description of the plant and the method of its cultivation and manufacture."

"The tea plant is a hardy evergreen shrub, from three to six feet in height, in appearance much resembling a camellia tree, the bark rough, dark and gray; the stem husky with numerous branches and very leafy; the blossom white with yellow anthers much resembling a dog rose, and extremely fragrant."

"It grows in the open air in every climate between the equator and the latitude of 45 degrees north, but thrives best in cooler parts of the tropical zone, and the part of China which supplies the greater part exported to Europe lies between the 25th and 33rd degrees, the very best districts being between the 27th and 31st. Among the many remarkable points connected with tea not the least curious is, that learned men were, until within the present generation, unable to settle what distinctions, if any, existed in the plant."

"The consumer, indeed, who did not trouble himself at all with scientific definitions, and saw a marked difference in appearance and tastes between Black Tea and Green Tea, was perfectly willing to believe as he was first told, that these were the produce of two distinct species; but people who were familiar with China, and observant botanists had long been of opinion that Linnaeus had been too hasty in his classification of the plant. It is, indeed, recognized that he very correctly placed Tea in the same natural order as the camellias, now so well known to all greenhouses, which it so very closely resembles. And the fact was always a question as to the propriety of his dividing it (in 1762) specifically into 'Tea Boha' and 'Tea Viridis,' a doubt which is qualified by still existing alterations in his own handwriting, which show that he never satisfied himself in this respect."

"Notwithstanding these doubts, however, botanists were unwilling to disturb the classification of their great master, although from time to time discussion arose on the subject (into which it would be beyond the limits of my present lecture to enter) but resulting in the general admission that, although the Tea Boha, previously known as the Black Tea plant and the Tea Viridis, known as the Green Tea plant, were usually to be found, one in the South, the other in the North of China, yet it was quite possible that the qualities of the leaves were affected principally by difference of soil and culture so that a plant which in the southern provinces produced leaves from which black tea might be prepared, would when transferred to the north, from the difference of heat, light, soil and culture, produce leaves from which green tea could be produced."

"It was reserved for Fortune, who added to his previous training as a scientific man, the experience of many years' travel in China, to prove indisputably not only that whatever difference existed the plant was one merely of variety, and not of species, that is to say, taking a familiar example not the distinction between quince and the apple, but between the golden pippin and the nonpareil; but also that either variety could be indifferently manufactured into black or green tea."

"On the other hand, those black and green teas, which are manufactured in considerable quantities in the vicinity of Canton, are obtained from the Tea Boha, or black tea. The tea shrub, although grown in almost every soil aspect, succeeds most in hilly sites of moderate elevation, where it is best able to benefit by the fertility of soil, heat, etc. The plant is generally raised from the seeds which are gathered in October, dried in the sun, and kept mixed up with sand and earth, during the winter. In the spring the seed is sown broadcast and is allowed to grow for a year, when the seedlings, by this time nine to twelve inches high, are transplanted in rows at a distance of two to three feet. The damp, moist weather at the time of the monsoon in April and May enables the young shrubs to establish themselves. In the course of the first year the main shoot is cropped to reduce the height to about three feet and cause the plant to grow bushy. After this little is done but the necessary weeding of the ground, and an occasional stirring of the earth, until the time for cropping, which is generally in the fourth or fifth year, according to the strength or weakness of the shrub. The picking of tea commences, all over China, in April. The second crop is gathered about the middle of June, and in October the fourth or last crop is plucked. On account of the autumn rains, this is frequently better than either the second or third crop. Each class is gathered by different men: first, the top leaf, and finally the fourth and fifth leaves, which form the middle leaf tea; the coarse leaf is the refuse of these two classes. It is the duty also of the gatherers of the middle leaf tea, as they are the last gatherers, to search for and gather any other delicate leaves which may have been overlooked by the previous gatherers. The mode of gathering is by turning the thumb downwards, and nipping off the young green succulent shoot with the nail and fore-finger. The gatherers carry a small basket in front of them, fastened round the body; thus they are enabled to gather the leaves with both hands, and throw them quickly into the basket. After the fourth gathering, the shrub will again exhibit an abundant display of foliage, but these leaves must be left to restore the exhausted energy of the plant. The leaves that are earliest gathered are of the most delicate colour and most aromatic flavour, with the least portion of either fibre or bitterness. Leaves of the second gathering are of a dull green colour, and have less valuable qualities than the former, while those which are last collected are of dark green, and possess an inferior value. The quality is further influenced by the age of the wood on which the leaves are borne, and by the degree of exposure to which they have been accustomed; leaves from young wood and most exposed being always the best. After the last gathering no further labour is expended in the south, it is necessary to keep the plant free from weeds, and the hoeing by which this is accomplished stirs up the ground round its roots, though in some cases if the soil appear exhausted, earth previously exposed to the sun, or even burnt, is applied."

In the North manure is regularly used, and straw spread about the roots in the severity of winter. The periods and manner of gathering the leaves are the same in all parts of China, but the subsequent process required for the preparation of tea as an article of commerce differs somewhat, according to the place of growth and the various descriptions of the plants. The operations required, though of course involving considerable practical experience, are very simple in their character, the grand object being to expel the moisture and at the same time to retain as much as possible of the aromatic or other desirable secretions of the plant. In Black Tea I will describe the process adopted for congo, by far the most important kind exported. The first step is to expose the freshly plucked leaves to the air on large bamboo mats or trays from twelve to twenty four hours, which period varies in accordance with the quality of the leaves, and the state of the atmosphere at the time of gathering; for tea gathered from the finest shrubs and in bright weather, a short exposure to the shade and air is enough to soften them sufficiently; whilst leaves at all harsh or fibrous and picked in rainy or cloudy weather, require a much longer exposure in a hot sun. In this state they are sifted to rid them of any sand or dirt which may adhere, and then gathered up by the workman with both hands, thrown into the air, and shaken and tossed about for a considerable time until they become soft, when they are thrown into heaps, where they remain for an hour or two, at the end of which period they become slightly spotted or edged with red and emit a fragrant smell. The next process at once commences by the workman taking up as many leaves as he can grasp in his hands, and pressing them into the form of a ball, which is rolled upon a mat worked table, the object being to get rid of a portion of the sap, and at the same time to give the requisite twist. This done they are thrown for five minutes into a shallow iron pan heated by a brisk wood fire to a very high temperature, care being taken to stir the leaves continually to prevent burning, which would impart a smoky flavour; then again rolled and spread for three hours on trays to dry in the open air, when the labourer goes in rotation through the trays, turning the leaves and separating them from each other. The double process of roasting and rolling is then repeated, and unless it is desired to complete the manufacture at once, the leaves, by this time half cured, are put aside in baskets or bags. The final stage is that of the drying called "Pooey," which is conducted as follows: the pans containing charcoal are firmly built in with clay on the floor, the charcoal is heated to a red heat and the leaves are laid on a tubular basket, opened at both ends, and shaped like an hour glass, the contraction in the centre, however, being very slight, is now placed over each piece of charcoal, on the contracted centre was a bamboo tray, with tea leaves allowing the charcoal fumes to ascend freely. Five to ten minutes are sufficient for each drying, the tea having been sufficiently pried, the last drying is now gone through. The leaves are placed on the trays to a depth of four to six inches, and dried over the charcoal pans until sufficiently cured. The workman occasionally takes the baskets off the fire to stir the tea and having shaken any dust from them, replaces them.

Souchong is prepared in very much the same way as congo, but less of the sap is squeezed out, and the tea is not dried so much over the charcoal pans. When the leaves appear sufficiently dry, which is ascertained by their crispness, they are taken from the pans and sifted by means of a large circular bamboo tray, into several qualities, namely dust, what is called in the trade, fanning (being the very small, light, flat leaves)—those which have not taken much of the twist, called broken leaf—and the whole, coarse twisted, and therefore heavy, leaf of common middle and fine congo.

The manipulation of Green Tea, though equally careful, is less elaborate, as the manufacture does not necessitate so many alterations of natural and artificial drying as are requisite for the dark colour and distinct gushing flavour of the Black Tea. The essential variation is in the rapidity of the process, and the different means adopted for the final application of heat. The fresh leaves are at once taken up on any preliminary exposure to the air and are placed in a vessel called by our early English writers a "tatch" of cast iron (not copper as was commonly supposed) much deeper and of different form to that used for the Black Tea; this is heated almost red hot by a very fierce fire, and has an immediate effect on the leaves, which at once begin to make a crackling sound, become quite moist and flaccid, and give out a considerable portion of vapour, and in five minutes are sufficiently prepared to be removed for the rolling effected in the same way as I described for the Black Tea, though sometimes in the inferior descriptions done by the feet instead of the hands of the workmen. They are then a second time carried to the pan when the heat is considerably diminished and a slow but steady fire kept up to which they are exposed for about two hours. In this operation great attention is paid to ensure an equal temperature, the rounders constantly keeping the leaves in a rapid motion, whilst a boy stands by to fan them. This is generally the last essential operation, though it occasionally happens that a third rolling and roasting are necessary to fix the colour and bring out the dullish olive tint which shows that there is no longer any danger of the tea being so influenced by the atmosphere as to become black. The most particular part of the operation is now done, and the tea may be put aside without fear of deterioration till it is required for the market; in fact, it is generally sold by the peasants in this state, but merchants separate it into the sorts which require, and refine it according to quality—the coarse kinds once the finer sorts, found from the young leaf which twists more loosely than the older, three or four times. During the time that has elapsed since the completion of the principal process the colour comes out more fully and assumes the black tint resembling the bloom on fruit, which distinguishes this class of tea and renders its appearance so agreeable."

I have thus shown in this brief account that the difference of Green Tea from Black arises neither from a variety of plants nor from preparation in congo, wind or artificial colouring, but from the mode of handling adopted by which various chemical changes are produced. It may be epitomized as follows:—

- They are for some time spread out in the factory after gathering.
 - They are tossed about until they become soft, and this before roasting.
 - After being roasted for five minutes and rolled, they are exposed to the air for some hours.
 - They are dried slowly over charcoal fires in sieves.
- GREEN TEAS.**
- The leaves are roasted in an iron vessel almost as soon as gathered.
 - They are dried off quickly after the rolling process.

A GRAVE QUESTION
BEFORE THE SANITARY BOARD.

22nd inst.

At the usual fortnightly meeting of the Sanitary Board, this afternoon, with Dr. F. W. Clark, President, *vice* Dr. J. M. Atkinson (proceeding home to the chair), the Hon. the Registrar-General submitted a minute suggesting certain amendments to the existing Cemetery bye-laws, under Ordinance 1 of 1903 respecting bye-laws A. 4 and 7, and B. 14 and 16, concerning which he wrote, "These bye-laws provide for the digging of graves to a depth of seven feet, and for the covering of the surfaces with *chunam*, among other substances. The first provision causes unnecessary labour and expense in digging the grave, and is directly opposed to the teachings of sanitary science. The second provision is also inoperative, as the *chunam* forms an impervious covering. The bye-laws should, in my opinion, be amended by changing the word 'seven' into 'five,' and by leaving out the word *chunam*. The undertakers' licences, a copy of which is appended, should similarly be altered by changing 'not less than six English feet' into 'not less than three English feet.' The licence in question provides that, every grave be dug to a depth throughout of not less than six English feet from the ordinary surface of the ground to the uppermost side of the corpse or coffin therein deposited."

The Medical Officer of Health minutes:—I am not disposed to recommend the Board to amend the Cemetery bye-laws on the lines indicated by the Hon. the Registrar-General. It must be borne in mind that Cemetery bye-laws are framed primarily to preserve the purity of the atmosphere, and not necessarily to procure the most speedy decomposition of the dead body. The burial of corpses close to the surface invariably leads to the contamination of the atmosphere by the gaseous and other products of decomposition, and this is especially liable to occur in cemeteries such as we have in this Colony, built on the side of a hill, so that a heavy rain-fall may, at any time, remove a layer of the surface soil, especially in recently filled graves, and so expose the coffins if they are not buried at an adequate depth. Moreover, it is well-known that the germs of not a few diseases, such, for instance, as plague and typhoid fever, can live in the surface soil, and although the Government Bacteriologist has stated, in his report on plague, that plague bacilli have not yet been found in the earth surrounding coffins containing plague corpses, yet this is hardly conclusive in the present state of our knowledge concerning the matter, and although all recognized deaths from plague are introduced by a special cemetery, yet it cannot be denied that a considerable percentage of unrecognized cases are introduced in the general cemeteries. The model bye-laws of the Local Government Board of England requires every portion of a coffin containing an adult body to be not less than four feet from the surface of the surrounding ground, and allowing for the extra depth of a Chinese coffin, and also allowing a margin of error in the measurements made by the Chinese sexton, there is not much difference between our bye-laws, and the regulations in force at home. The undertakers' licences might be altered from six English feet to five English feet, as an allowance of one foot only for the extra depth of a Chinese coffin is considerably below the average. With regard to the question of *chunam*, the bye-law specifies 'turf or *chunam* or other material approved by the Board,' and as *chunam* is hardly ever used nowadays for this purpose, except for the repair of those large Chinese graves, which are no longer allowed in the cemeteries, owing to the exigency of space, it is hardly worth while to amend a bye-law in this respect, especially as, with the exception of the Tung Wah Hospital Cemetery, at Kai Lung Wai, and one or two other very small cemeteries (e.g. the Eurasian and Chinese Protestant) the work is done by officers of the Sanitary Department at the cost of the Government, and turf is invariably used for the purpose."

Mr. A. Rumjahn minutes:—The depth must be at least five feet, as suggested by the M.O.H. Mr. Lau Chi Pak minutes:—It appears that no one is sure of what depth is necessary. I think four feet is quite sufficient, and if the grave is tured there is no fear of the loose soil being washed away."

Following the reading of the minutes, the Hon. the Registrar-General moved, and Mr. Lau Chi Pak seconded, that the bye-law be altered to read that the depth of graves be reduced from seven feet to five feet. Dr. Pearce explained, in reply to Mr. Lau Chi Pak, that his views on the subject of earth burial were somewhat different from the views which were current in the Colony. The Government brought the question forward two years ago and he then reported on the matter, some notes made at the time being helpful to the subject of earth burial. The dead is to be protected by decomposition and disintegration in such a manner as to cause no danger to the living. This is best accomplished by burial in the upper layers of soil. The depth at which it is necessary to bury is conditioned by (1) the possibility of remains being detected by animals and dug up; (2) the necessity for the sufficiency of soil above the body to absorb evil smelling gases and to avoid accidental uncovering. These conditions will be met by having a uniform depth of two feet of soil above the coffin and by taking care to prevent storm water from washing away the soil over graves, and further by turning the graves promptly after burial. When organic matter is buried in the upper layers of the earth it is attacked by animal and vegetable organisms, the animal world being chiefly represented by the insects and the vegetable world by the bacteria. A body before it is buried has already begun to decompose through the agency of the bacteria it contains; when it is placed in the earth this decomposition is helped by the action of the bacteria. It becomes the natural food of the living earth. Deep burial retards this process. In place of the speedy disintegration and decomposition there takes place a slow process of putrefaction with the elimination of more putrid gases than when the body is properly but less deeply buried. If a body be buried deeply enough to prevent dogs detecting it by their sense of smell, the question of contamination of the air by gases rising through the soil may be dismissed. Contamination of ground water is far more likely to occur as a consequence of deep burial than of shallow burial inasmuch as in the former case the filtering power of the lying earth—i.e. the upper layers—is dispensed with. With regard to the burial of bodies dead from infectious diseases, while it is impossible to make a definite statement founded on scientific evidence to the effect that it is quite impossible for the air of a graveyard to contain organisms derived from the buried bodies, yet on the other hand there is absolutely no scientific foundation for such a belief. Specific organisms of disease may, of course, be carried from the graves into water, and this is far more possible with deep than with shallow burial. Speaking generally, the trend of modern opinion with regard to the persistence of specific disease organisms in the soil is that the more they are brought into contact with naturally occurring saprophytic organisms of the soil, the more rapidly will they die out."

This holds good for plague, typhoid and cholera. It is true that certain experimenters have kept the typhoid bacillus alive in soil for long periods—over a year. It does not follow, however, that typhoid bacilli in a dead body can survive for any length of time in a properly made grave. Dr. Robertson, in 1898, found by experiment that the bacillus typhosus quickly died out in the soil of grass covered areas. Dr. Sydney Martin, 1896-1901, found that in sterilised soils he could cultivate the bacillus, and keep it alive for over a year. This kind of soil does not occur in nature. He also found that if the bacillus is added to natural unspiculated soils it ceases to exist within 24 hours. If the bacillus be assumed to persist in a grave it is less dangerous when shallow than deep, as the deeper it is the more likely the soil would there be of the ground water being contaminated. Anthrax and tetanus are somewhat exceptional. Anthrax spores have been stated to have been brought to the surface of graves by worms. This is, however, doubtful. Further, anthrax organisms are rapidly killed in a body which has not been opened. Tetanus bacilli have been recovered from soil. They require an atmosphere free from oxygen for their growth. Therefore the deeper they are buried the more chance is there of their persistence. I am of the opinion that the best regulations for burial would be as follows:—1. Storm water shall be provided for in cemeteries by properly constructed channels for draining it off the surface and preventing it swamping the cemetery. 2. Every grave shall be dug to a depth of 4 feet throughout. 3. After burial the earth dug from the grave shall be all put back over the coffin forming a mound over the grave. 4. Every grave shall be covered with turf immediately after the grave have been filled in."

The motion of the Registrar-General having been put to the meeting and carried, the Hon. Mr. Brewin asked Dr. Pearce for his exact opinion on the motion, so that he could alter it in accordance with his proposals. Dr. Pearce replied that he understood the motion aimed at reducing the depth of graves to five feet. He took his own figure at four feet, basing his opinion upon the conclusion that all the earth taken out from the grave four feet deep would be put back on the top of the coffin, it being obvious that if they did this they would have as much earth over the coffin as the original depth of the grave before the coffin was put into it. And then, if they tured the mound firmly they would prevent the upper layers from being washed off. They would then have the body buried as near as possible to the surface to get quick decomposition without the danger of its becoming uncovered."

The Registrar-General's motion was subsequently carried, the President (Dr. Clark) being the only dissident.

R.E. VARIETY CLUB.

DRAMATIC ENTERTAINMENT.

Notwithstanding the inclemency of the weather and several counter-attractions, the Royal Engineer's Theatre, in Wellington Barracks, was fairly packed last evening when the Variety Club raised the curtain for the first of three dramatic, vocal and instrumental entertainments. All the arrangements had been placed in the hands of Q. M. S. Hunt and Staff Sergeant Ménage, R.E., and their efforts met with unqualified success. The theatre is a pretty little place, well-kept, and is well supplied with all kinds of scenery. The entertainment opened with the overture, "San Souci," performed by the Band of the Royal West Kent Regiment, and was followed by a comedietta, entitled, "A Happy Pair," the dramatic person being Staff Sergeant A. T. Walston, R.E., as Mr. Honeyton, and Mrs. Watkins, wife of Captain C. M. F. Watkins, R.E., as Mrs. Honeyton, both being extremely good and vastly entertaining. The band after playing a selection of Tosti's songs, which were admirably rendered, and was followed by Mr. S. Bacon, R.E., with "A Bedouin Love Song," an excellent song. Mr. H. W. Ray followed with the well-known song "The Happy Land," and was vociferously cheered. The instrumental trio by the band, as usual, was admirably rendered. The band after playing a selection of Tosti's songs, which were admirably rendered, and was followed by Mr. S. Bacon, R.E., with "A Bedouin Love Song," an excellent song. Mr. H. W. Ray followed with the well-known song "The Happy Land," and was vociferously cheered. The instrumental trio by the band, as usual, was admirably rendered. The band after playing a selection of Tosti's songs, which were admirably rendered, and was followed by Mr. S. Bacon, R.E., with "A Bedouin Love Song," an excellent song. Mr. H. W. Ray followed with the well-known song "The Happy Land," and was vociferously cheered. 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Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

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 " "POWAN" 2,338 " " R. D. Thomas.
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Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

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 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

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One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M., calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howlik, Shui-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES: Canton to Wuchow.....Single \$15.00. Return \$25.00.
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 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shui-Hing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

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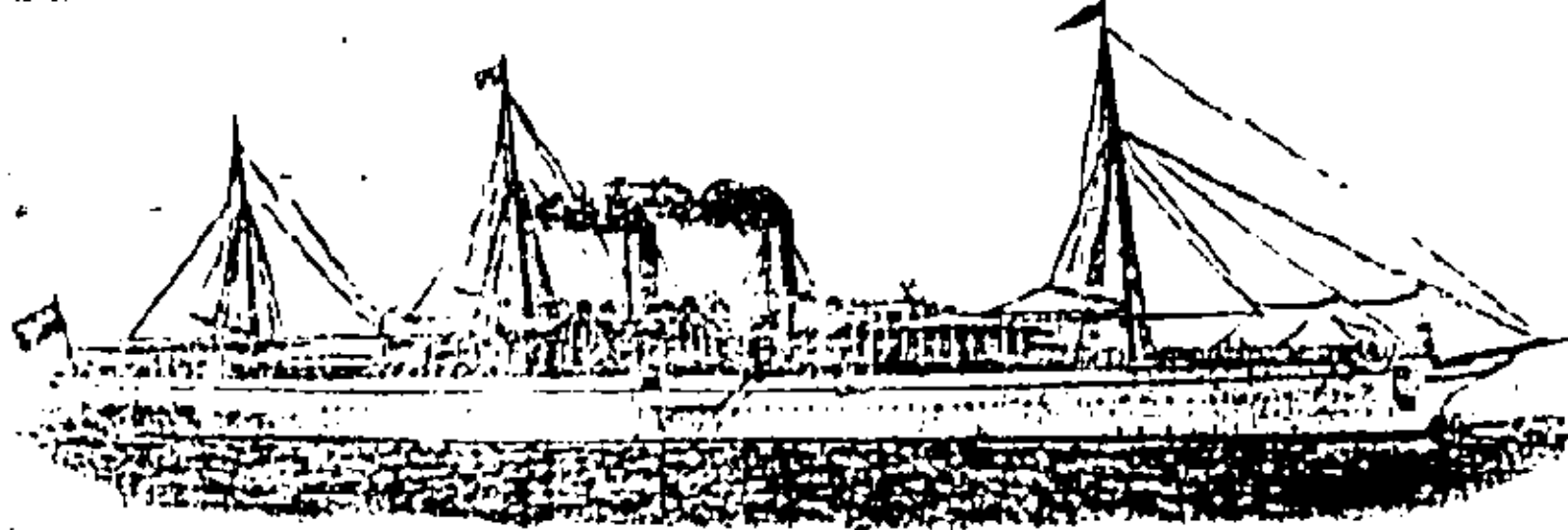
S.S. "TAK HING" Capt. R. Birss. S.S. "HONGKONG" Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

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The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
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 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
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THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
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 SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

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 R.M.S. "EMPERESS OF CHINA"..... 6,000 Tons..... WEDNESDAY, 29th March.
 " "EMPERESS OF INDIA"..... 6,000 " WEDNESDAY, 19th April.
 " "TARTAR" 4,425 " WEDNESDAY, 26th April.
 " "EMPERESS OF JAPAN"..... 6,000 " WEDNESDAY, 10th May.
 " "ATHENIAN" 3,440 " WEDNESDAY, 24th May.
 " "EMPERESS OF CHINA"..... 6,000 " WEDNESDAY, 31st May.

Hongkong to London, 1st Class.....£14 St. Lawrence £60. Via New York £62.
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 The magnificent "EMPERESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

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D. W. CRADDOCK, Acting General Agent, Hongkong, 15th March, 1905.

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PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passengers.
SCANDIA	HAVRE and HAMBURG.	28th March.	Freight and Passengers.
SUEVIA	(Calling at SPOR, PENANG & COLOMBO).	4th April.	Freight.
SILESIA	HAVRE and HAMBURG.	16th April.	Freight and Passengers.
SLAVONIA	(Calling at SPOR, PENANG & COLOMBO).	2nd May.	Freight and Passengers.
SEGOVIA	HAVRE and HAMBURG.	14th May.	Freight.
SENEGAMBIA	(Calling at SPOR, PENANG & COLOMBO).	30th May.	Freight.
NUBIA	NEW YORK VIA SUEZ.	25th May.	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloons and cabins amply lighted throughout by Electricity.

For further Particulars, apply to
 HAMBURG-AMERIKA LINIE,
 HONGKONG OFFICE,
 No. 1, Queen's Buildings.
 Hongkong, 20th March, 1905.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.
 Hongkong, 16th November, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
 AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

W.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ REGENT LUITPOLD	WEDNESDAY, 29th March.
PRINZ HEINRICH	WEDNESDAY, 12th April.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSEN	WEDNESDAY, 10th May.
ROON	WEDNESDAY, 24th May.
BAVERIA	WEDNESDAY, 7th June.
ZIETEN	WEDNESDAY, 21st June.
GNEISENAU	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.

ON WEDNESDAY, the 29th day of March, 1905, at Noon, the Steamship "PRINZ REGENT LUITPOLD" of the NORDDEUTSCHER LLOYD, Captain H. Kirchner, with MAILED PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 27th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 28th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 28th instant. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTS-HOEHE, MATUPI, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	SAILING DATES.
WILLEHAD	MONDAY, 3rd April.
PRINZ WALDEMAR	FRIDAY, 12th May.
PRINZ SIGISMUND	FRIDAY, 3rd June.

ON MONDAY, the 3rd April, 1905, at Noon, the Steamship WILLEHAD, Captain B. Zurbonsen, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR	STEAMERS	ABOUT
S'HALE, TAKU, NAGASAKI, KOBE & YOKOHAMA	PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th March.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	PREUSSEN	WEDNESDAY, 12th April.
KOBE & YOKOHAMA	PRINZ WALDEMAR	TUESDAY, 18th "

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 25th March, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
 7.00 a.m. to 7.30 a.m. Every 30 minutes.
 7.30 a.m. to 8.00 a.m. Every 10 minutes.
 8.00 a.m. to 8.30 a.m. Every 15 minutes.
 8.30 a.m. to 9.30 a.m. Every 10 minutes.
 9.30 a.m. to 11.00 a.m. Every 15 minutes.
 11.30 a.m. to 12.45 p.m. Every 15 minutes.
 12.45 p.m. to 1.15 p.m. Every 10 minutes.
 1.15 p.m. to 1.45 p.m. Every 15 minutes.
 1.45 p.m. to 2.15 p.m. Every 10 minutes.
 2.15 p.m. to 3.00 p.m. Every 15 minutes.
 3.30 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
 8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.
 8.00 a.m. to 9.00 a.m. Every 15 minutes.
 9.00 a.m. to 9.30 a.m. Every 30 minutes.
 9.30 a.m. to 10.30 a.m. Every 15 minutes.
 10.30 a.m. to 11.00 a.m. Every 10 minutes.
 12.00 Noon to 1.00 p.m. Every 10 minutes.
 1.00 p.m. to 5.00 p.m. Every 15 minutes.
 5.00 p.m. to 6.00 p.m. Every 10 minutes.
 6.00 p.m. to 7.00 p.m. Every 15 minutes.
 7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

Extra cars at 11.30 and 11.45 p.m.
 SPECIAL CARS by Arrangement at the Company's Office, ALEXANDER BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
 General Managers.
 Hongkong, 29th December, 1904.

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR.

but without running a doctor's bill or falling into the deep ditch of quackery may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of THE NEW REMEDY THERAPION.

A complete revolution has been wrought in this department of medical science, whilst thousands have been restored to health and happiness who for years previously had been merely dragging on a miserable existence.

THERAPION No. 1—A Sovereign Remedy for all diseases of the urinary system, and all those complaints which originate in the kidneys, and all those complaints which originate in the bladder, and all those complaints which originate in the prostate gland, and all those complaints which originate in the ureters, and all those complaints which originate in the urethra, and all those complaints which originate in the penis, and all those complaints which originate in the testicles, and all those complaints which originate in the scrotum, and all those complaints which originate in the perineum, and all those complaints which originate in the rectum, and all those complaints which originate in the sigmoid flexure, and all those complaints which originate in the descending colon, and all those complaints which originate in the transverse colon, and all those complaints which originate in the ascending colon, and all those complaints which originate in the cecum, and all those complaints which originate in the appendix, and all those complaints which originate in the vermiform appendix, and all those complaints which originate in the sigmoid flexure, and all those complaints which originate in the descending colon, and all those complaints which originate in the transverse colon, and all those complaints which originate in the ascending colon, and all those complaints which originate in the cecum, and all those complaints which originate in the appendix, and all those complaints which originate in the vermiform appendix.

THERAPION No. 2—A Sovereign Remedy for all diseases of the respiratory system, and all those complaints which originate in the lungs, and all those complaints which originate in the bronchi, and all those complaints which originate in the trachea, and all those complaints which originate in the larynx, and all those complaints which originate in the pharynx, and all those complaints which originate in the oesophagus, and all those complaints which originate in the stomach, and all those complaints which originate in the duodenum, and all those complaints which originate in the jejunum, and all those complaints which originate in the ileum, and all those complaints which originate in the caecum, and all those complaints which originate in the appendix, and all those complaints which originate in the vermiform appendix.

THERAPION No. 3—A Sovereign Remedy for all diseases of the circulatory system, and all those complaints which originate in the heart, and all those complaints which originate in the arteries, and all those complaints which originate in the veins, and all those complaints which originate in the capillaries, and all those complaints which originate in the lymphatics, and all those complaints which originate in the spleen, and all those complaints which originate in the liver, and all those complaints which originate in the gall bladder, and all those complaints which originate in the pancreas, and all those complaints which originate in the duodenum, and all those complaints which originate in the jejunum, and all those complaints which originate in the ileum, and all those complaints which originate in the caecum, and all those complaints which originate in the appendix, and all those complaints which originate in the vermiform appendix.

THERAPION No. 4—A Sovereign Remedy for all diseases of the nervous system, and all those complaints which originate in the brain, and all those complaints which originate in the spinal cord, and all those complaints which originate in the nerves, and all those complaints which originate in the ganglia, and all those complaints which originate in the plexuses, and all those complaints which originate in the sympathetic system, and all those complaints which originate in the parasympathetic system, and all those complaints which originate in the sensory system, and all those complaints which originate in the motor system, and all those complaints which originate in the voluntary system, and all those complaints which originate in the involuntary system, and all those complaints which originate in the conscious system, and all those complaints which originate in the unconscious system, and all those complaints which originate in the rational system, and all those complaints which 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unscientific system, and all those complaints which originate in the

Intimation.

WM. POWELL,
LIMITED.
"ALEXANDRA
BUILDINGS,"
Des Vaux Road.

**NEW GOODS
JUST ARRIVED.**

**LADIES'
DEPARTMENT.**

RAINCOATS.

UMBRELLAS.

**BOOTS
AND
SHOES.**

**TRIMMED
AND
UNTRIMMED
MILLINERY.**

**FLOWERS
AND
FOLIAGE.**

**DRESS-
MAKING.**

**ALL ORDERS
EXECUTED IN
FIRST-CLASS
STYLE.**

**PERFECT FIT
GUARANTEED.**

**LATEST
FASHIONS OF
LONDON,
PARIS, AND
NEW YORK.**

Wm. POWELL, Ltd.
HONGKONG.

Hongkong, 19th March, 1905.

Entertainment.



CITY HALL.
UNDER THE PATRONAGE OF H.E. THE
GOVERNOR.
MR. EDWARD BRANSCOMBE'S
**WESTMINSTER
GLEE AND CONCERT
PARTY**
FROM LONDON.

THREE CONCERTS ONLY.

MONDAY, 3rd April.

TUESDAY, 4th April.

AND
THURSDAY, 6th April.

Complete Change of Programme each Concert.

The Programmes include a unique collection

of

NATIONAL BALLADS

of

England, Ireland, Scotland and Wales.

GLEES, MADRIGALS AND CATCHES.

HUMOROUS MUSICAL SKETCHES.

BY

MR. DUDLEY CAUSTON.

MADAME MARIE HOOTON.

The Eminent English Contralto.

MR. EDWARD BRANSCOMBE.

The English Tenor.

FOUR BOY SOLO SOPRANOS.

Leading London Cathedral Choristers.

Box Plan ROBINSON PIANO CO.

Prices \$3, 2 and 1. Concert 9-11 P.M.

Hongkong, 25th March, 1905. [36]

Notice of Firm.

**COMPAGNIE DES MESSAGERIES
MARITIMES.**

RESUME this day Charge of this Agency.

G. DE CHAMPEAUX.

Agent.

Hongkong, 22nd March, 1905. [395]

Intimations.

**HONGKONG HOTEL COMPANY,
LIMITED.**

NOTICE.

THE ORDINARY HALF-YEARLY
MEETING OF SHAREHOLDERS
will be held at the Company's Hotel, on
TUESDAY, the 28th March, 1905, at 12.30 P.M.,
for the purpose of receiving a Statement of
Accounts of the Company to the 31st December,
1904, with the Report of the Directors, and to
discuss any matter that may be competently
brought before the meeting.

The TRANSFER BOOKS of the Company
will be CLOSED from the 22nd to the 28th
March, both days inclusive.

By Order of the Board,

C. MOONEY,

Secretary.

Hongkong, 24th March, 1905. [404]

**CAMPBELL, MOORE AND COMPANY,
LIMITED.**

NOTICE TO SHAREHOLDERS.

THE NINETEENTH ORDINARY
ANNUAL MEETING OF SHARE-
HOLDERS in the above Company will be
held at the Company's Office, No. 29, Queen's
Road Central, on FRIDAY, the 31st March,
1905, at Noon, for the purpose of receiving the
Report and Statement of Accounts for the year
ending 31st December, 1904.

The TRANSFER BOOKS of the Company
will be CLOSED from the 19th to the 31st
March, both days inclusive.

By Order,

M. A. A. SOUZA,

Secretary.

Hongkong, 15th March, 1905. [373]

MASSAGE.

AN EXPERIENCED AMERICAN LADY
in Dermatology, of Woodberry, New
York, is prepared to render her Services in
MASSAGE GENERALLY, including MANI-
CURING, HAIR-DRESSING, FACIAL
MASSAGE, and ELECTRICAL TREAT-
MENT OF THE HAIR, which prevents the
Hair Falling Out, and stimulates the Growth.

Ladies requiring her attention please address;
MRS. JEWETT,
49, Pottinger Street,
Hongkong.

Hongkong, 23rd March, 1905. [402]

EMPLOVE de commerce, Agé de 29 ans,
de nationalité Suisse, ayant déjà occupé
d'importantes fonctions dans des maisons
commerciales à fond de comptabilité en partie
double, parlant couramment le Français, l'Alle-
mand, le Hollandais, l'Italien et l'Anglais,
désirerait une situation dans l'une des villes de
la côte de Chine.

Tres bonnes références—Appointements: de
5 à 6,000 dollars par an. Ecrire aux initiales
L. V. au journal "Popinion" de Saigon.

Saigon, le 2 Mars, 1905. [312]

JUST UNPACKED.

MESSRS. PEEK, FREAN & Co.'s well-
known BISCUITS of the day, viz—
EVERTON, FAMILY, MARSENA, VEDA,
VENICE and PLASMON.

PLASMON BISCUITS are more easily digested
and afford greater nourishment and sustenance
than any other. PLASMON is a preparation
which answers in the scientific knowledge of
the day all the Requirements of an Ideal Food.

MESSRS. CHAS. SOUTHWELL'S PREPARATIONS.
JAMS and JELLIES in Glass Jars are
specially prepared from Fresh Fruit.

SWEETS in Glass Jars as follows:—MIXED
NONPAREILS, VOICE, JUTURES, LIME DATES,
PLEE DATES, MIXED PASTILLES.

Inspection Earnestly Solicited.

H. RUTTONJEE,

5, D'Agular Street, Hongkong,

37 & 38, Elgin Road, Kowloon.

Hongkong, 22nd March, 1905. [38]

BUDDHA AND BUDDHISM.

A HUGE STATUE.

To the Eastern traveller the statue of
Buddha is a familiar sight. From Colombo, in
Ceylon, to Kobe, in Japan, he is everywhere
greeted by the same calm, impassive, and
mysterious face of the Eastern preceptor of per-
fection. But, says the *New York Tribune*, in
no city in the Orient do the form and face of
Buddha constitute so frequent or so essential a
part of the city's decoration as in Rangoon,
Burmah, starting place of Mr. Kipling's famous
"Road to Mandalay," the stronghold of
Buddhists. Notable even among the countless
statues of Rangoon is the mammoth Buddha,
representing the strange teacher, notwithstanding
or sitting cross-legged, as in the majority of
statues, but reclining on a huge raised couch,
his mighty form stretched out for 200 feet,
while his shoulders rival the width of that
wonder of the ancient world, the Colossus of
Rhodes, their titanic breadth reaching 50 feet.

But one among the wonders of Rangoon, this
mighty figure rests near the famous Shway
Dagon, the centre of the Burmese Buddhist
world, crowned by the golden pagoda, which
rises 300 feet above it, its walls covered with
pure gold, the gift of a prince, who contributed
his weight in gold to the pagoda. In the Shway
Dagon there are countless other statues of
Buddha, as well as relics of Gautama, the last
Buddha. All, equally with the huge, reclining
Buddha, form part of the religious rites of the
Buddhists. For the essence of Buddhism
consists in the struggle to become like Buddha,
to attain his perfection by obedience to his
precepts. To do this it is necessary to always
have Buddha in mind, and is for this reason
that every city in the Buddhist world is literally
crowded with his images. Buddha himself
is not deified; potentially every Buddhist may
attain his perfection, but only by the eternal
imitation of his practice.

But, while statues such as Rangoon's huge
colossus are important in Buddhist worship, of
even more importance are the relics of Buddha.
It was about the Shway Dagon that the Bur-
mese made their last fierce fight, when the
British came to Rangoon. A Venetian traveller
of 300 years ago, visiting the Shway Dagon, has
left a description of this famous temple, con-
necting its claim to rivalry with his own Venice
that would serve as a contemporaneous de-
scription, and to-day, in its untold centuries
past, the Burmese still bring their offering of
flowers and fruit, candles and paper flags to
lay before the huge reclining Buddha whose
hands would afford comfortable standing room
for four of the worshippers, and whose gigantic
face wears the strange, inscrutable expression
of calm which is the outward mark of spiritual
Buddhism.

"THE PRICE OF A KISS."

A French newspaper has this rather amusing
paragraph which may have a trifling interest
for lady readers. It seems to be a case for
"tariff reform":—"Fifteen thousand dollars
for a kiss is somewhat dear. Yet that is the
sum that a pretty woman of Cincinnati,
through the law courts, is claiming from a cer-
tain gentleman who recently took the liberty
of pressing a tiny little kiss nearer her mouth
than her ear. The lady asserts that the gen-
tleman, at that time one of the most intimate
friends of her husband, had taken advantage
of the opportunity afforded by a moonlight
walk to steal the aforesaid kiss.

Since then the lady has had a succession of
nervous attacks, she spends sleepless nights,
and already has had to consult numerous
doctors and to try still more numerous re-
medies. She alleges that \$15,000 is a proper
sum to claim as damages.

It is fortunate for the bold bad man, who is
a millionaire it appears, that he took only one
kiss. At this rate, if he had taken a few dozens
he would have been a ruined man."

COMMERCIAL.

WEEKLY SHARE REPORT.

In their report, dated 24th inst., Messrs.
Benjamin, Kelly and Potts state:—
Since our last report, the market has contin-
ued steady, the special feature of the week
being a substantial rise in the price of China
Sugars.

Banks.—The appreciation in the value of
Hongkong and Shanghai Banks still continues,
and sales have been effected at \$750 and \$755.
The London quotation is 176 10/16. Nationals
are firm with buyers at \$35.

Marine Insurances.—Cantons are steady at
\$285. China Traders remain at \$59. Unions
are still quoted at \$695, and North China
continue on offer at Tls. 95.

Fire Insurances.—China Fires have been
sold at \$86. Hongkong Fires have further
depreciated to \$130.

Shipping.—Further transactions in Hong-
kong, Canton and Macao Steamboats at \$26
have taken place. Indo-China has reacted
and may be obtained at \$123. China and
Manila have been dealt in at \$113, and
Douglas Steamships are unchanged at \$35.
Star Ferries remain weak at \$37 for the old,
and at \$29 for the new shares. Shell Trans-
ports have dropped to 21/- and are without
business.

Refineries.—China Sugars have consider-
ably improved and close in request at \$224 ex
the final dividend of \$15 paid to-day. Luzon
can probably be placed at \$26.

Mining.—Chinese Engineering are wanted
at Tls. 7.30. Raubs are steady at \$4.

Docks, Wharves and Godowns.—Hongkong
and Whampoa Docks have declined to \$205 at
which rate shares are in demand. Farnham
are firmer and have been negotiated at Tls. 145
and Tls. 146. Kowloon Wharves have hardened
and are inquired for at \$107. Hongkong
Wharves have further risen and can be placed
at Tls. 157.

Lands, Hotels and Buildings.—Hongkong
Lands have been the medium of further busi-
ness at \$127 1/2 and close with more inquiries.
Shanghai Lands are offering at Tls. 115. Hong-
kong Hotels have changed hands at \$114.

Humphreys' Estate have been placed at \$12
and are still wanted.

Cotton Mills.—Ewos have advanced to Tls.
36, and there are buyers of Internationals at
Tls. 25 1/2. Hongkong Cottons, after sales at
\$16, have advanced to \$16.

Cigar Factories.—Sumatras have been dis-
posed of at Tls. 66.

Miscellaneous.—Green Island Cements are
unchanged at \$26 (old) and \$16 (new). Dairy
Farms are inquired for at \$123. A. S. Watsons
are still in demand at \$123. Hall and Holts
have improved and are asked for at \$23.
Shanghai Gas shares have been done at Tls.
112. Langhats have weakened and are in the
market at Tls. 247 1/2.

YARN MARKET.

In their report, dated 24th inst., Messrs.
Cawajles Pallansee and Co. write:—Since
the issue of our last report on the 10th inst.
Messrs. Bengal our yarn market has continued
featureless. Dealers are still holding aloof and
buying only for pressing requirements. Hold-
ers, on the other hand, are becoming anxious
sellers and weakened by the continued absence
of demand have submitted to a slight decline
at which a fair quantity of superior favourite
tickets have been sold and the market closes
quiet but steady. No. 6, small sales at or
about previous rates. No. 8, neglected through-
out. Nos. 10, 12, and 20, superior chops in good
request. No. 16, business has been effected
in only two or three tickets. Sales during the
past fortnight comprise of about 100 bales of
No. 6; 1,750 bales of No. 10; 925 bales of
No. 12; 350 bales of No. 16; and 1,175 bales
of No. 20; in all about 4,300 bales. Arrivals
per steamers *Nubia*, *Suisang*, *Kumang* and
Trade of about 6,419 bales. Shipment to
Shanghai and Northern Ports about 10,000
bales. The unsold stock is estimated at about
36,000 bales.

Local Yarn.—No business is reported.
Japanese Yarn.—Small lot of about 100
bales No. 20, has changed hands at \$128 to
\$130.

Exchange.—We quote to-day on India at
Rs. 139 1/2 per cent. London at 11. 10 1/2 d. = 5.

FORTNIGHTLY REPORT.

Indian Yarn.—Since the issue of our last
report on the 10th inst. our yarn market has
continued in the same depressed and dull state.
The business of the interval has been small,
chiefly under country orders, and confined to
favourite desirable spinings at or about pre-
vious rates. Importers as well as dealers are
becoming more and more disheartened by con-
tinued heavy receipts against comparatively
small clearance, and more unfavourable ad-
vice from the consuming districts where busi-
ness has been checked by stringency of
money and absence of the usual demand.
Holders being anxious sellers and not meeting
with any demand from dealers, owing to the
above mentioned circumstances, are making
heavy shipments to Shanghai. The market
closes quiet but steady. Sales are reported of
about 4,500 bales. Shipment to Shanghai and
coast ports amount to about 12,000 bales. Un-
sold stock is estimated at about 38,000 bales.
Arrivals 6,430 bales.

Japanese Yarn.—Sales are reported of about
100 bales No. 20, at \$128 to \$130.

Local Yarn.—Nothing to be reported.

Raw Cotton.—The market continues lifeless
for Indian descriptions although holders are
very anxious to sell. Sales are reported of
about 235 bales at \$22. Unsold stock 6,700
bales.

China kinds.—200 bales have changed hands
at \$25 to \$27. Unsold stock.

Malwa Opium.—Sales are reported of about
new 122 chests at \$1,100 to \$1,150 per picul;
old 8 chests at \$1,180 to \$1,250 per picul; older
39 chests at \$1,300 to \$1,350 per picul; very old
9 chests at \$1,400 to \$1,450 per picul; stock
1,585 chests. Uncleared stock 482 chests.

Paina Opium.—Sales are reported of about
450 chests at \$1,140 to \$1,130 per chest. Stock
3,000 chests. Uncleared stock 550 chests.

Besares Opium.—Sales are reported of about
225 chests at \$1,075 to \$1,065. Stock 1,277.
Uncleared stock 370.

Persian Opium.—Sales are reported of about
70 chests at \$910 to \$920. Stock 2,210 chests.

Exchange.—We quote to-day on India at
Rs. 139 1/4 1/2 on London Sh. 1. 10 1/2 d.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/10 5/16
Do. demand	1/10 1/2
Do. 4 months' sight	1/10 9/16
France—Bank T.T.	233 1/2
America—Bank T.T.	45 1/2
Germany—Bank T.T.	1.00
India T.T.	138 1/2
Do. demand	138 1/2
Shanghai—Bank T.T.	71 1/2
Japan—Bank T.T.	91 1/2
Java—Bank T.T.	111 1/2
Buying.	
4 months' sight L/C.	1/10 11/16
6 months' sight L/C.	1/10 13/16
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	46 1/2
30 days' sight Sydney and Melbourne	1/10 15/16
4 months' sight France	237 1/2
6 months' sight do.	239 1/2
4 months' sight Germany	1.07 1/2
Bar Silver	25 7/16
Bank of England rate	2 1/2 %

Opium quotations are as follows:—

	Per picul
Malwa New	1,150
" Old	1,180
" Older	1,275
" Oldest	1,380

Per chest

Paina New	1,137
Besares New	1,075
Persian (Paper)	780/10

LEVY HERMANOS.

D'AMOND MERCHANTS, JEWEL-
LERS AND WATCHMAKERS.

EASTMAN'S
KODAKS and FILMS.

Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Water's Building.

Auctions.



PUBLIC AUCTION.

THE Undersigned have received instructions
from the Official Receiver in Bankruptcy,
to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 27th March, 1905, at 11 A.M., at their
Sales Rooms, No. 8, Des Vaux Road,
corner of Ice House Street.

45 Cases HENNESSY'S COGNAC (1, 2
and 3 Stars); 17 Cases Robert Crawford & Co.'s
OLD SCOTCH WHISKY; 11 Cases HOCK;
1 Cases CLUBS and CABINET WHISKY;
1 Cases Bond & Son's GIN; 19 Cases
CHERRY CORDIAL, &c., &c., &c.

Also
A few Cases of TINNED PROVISIONS.
TERMS.—As usual.

HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 23rd March, 1905. [401]

PUBLIC AUCTION.

THE Undersigned have received instructions
from C.A. TOMES, Esq., to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 27th March, 1905, at 1.30 P.M., within his
residence, No. 2, Cough Hill, The Peak.

THE WHOLE OF HIS
VALUABLE HOUSEHOLD
FURNITURE.

THEREIN CONTAINED,
Comprising:—

SILK TAPESTRY-COVERED DRAW-
ING ROOM SUITE, TEAKWOOD OVER-
MANTELS with BEVELED GLASS,
CANTON BLACKWOOD WARE, TEAK-
WOOD EXTENSION DINING TABLE
and CHAIRS, BRUSSELS and TIENTSIN
CARPETS and RUGS, SHANGHAI CUR-
TAINS, BRASS BEDSTEPS with WIRE
and RATTAN MATTRESSES, PICTURES,
TEAKWOOD WARDROBES with BE-
VELED GLASS, MARBLE-TOP BUREAU
with BEVELED GLASS, MARBLE-TOP
WASHSTANDS, MARBLE BATH TUBS,
&c., &c., &c.

Also
One AMERICAN MARBLE REFRIG-
ERATOR; AND

One COTTAGE PIANO, by M. F. Rachals
& Co., Hamburg, (in Good Order and Con-
dition).
Catalogues will be issued.
TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 21st March, 1905. [377]

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,
on

TUESDAY,

the 28th March, 1905, at 11 A.M., at Sam Yick
Coal Storage Yard, Mongkok,
2,900 Tons of GOOD LUMP MOJI COAL,
(in Good Order and Condition),
in Lots of 100 Tons each.

TERMS.—As usual.

HUGHES & HOUGH,
Auctioneers,
Hongkong, 23rd March, 1905. [399]

PUBLIC AUCTION.

THE Undersigned have received instructions
from Mrs. G. S. WEBB, to sell by

PUBLIC AUCTION,

ON

WEDNESDAY,</

Intimations.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

E

BLEND

VERY OLD LIQUEUR
SCOTCH
WHISKY.

D
PORT,

VERY FINE OLD VINTAGE MANY
YEARS IN BOTTLE.

A CHOICE AFTER-DINNER WINE.

A. S. WATSON & Co.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

Hongkong, 25th February, 1905.

[32]

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(WM. POWELL & Co.'s old premises).

per dozen.

SCHWEPPE'S Soda Water, ... } \$3.00

Bombay Bottles

SCHWEPPE'S TONIC, ... } 3.00

Ordinary Bottles

SCHWEPPE'S Stone Ginger Ale, ... } 3.60

Stone Bottles

N.B.—We have been appointed sole agents

for China for Messrs. Schweppes Aerated

Waters, and we have made arrangements to

have fresh consignments shipped to us by every

mail boat.

N.B.—All our Wines and Spirits are bottled at

home, thereby ensuring to our Customers

all the advantages accruing from bottling

done at home under the direct supervision

of the Growers and Distillers as compared

to bottling done in China by Chinamen

at the service of European Firms.

Hongkong, 7th December, 1904.

NOTICE
All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Lee House Road, and
should be accompanied by the Writer's Name and
Address.
Ordinary business communications should be addressed
to The Manager.
The Editor will not undertake to be responsible for
any rejected MS., nor to return any Contribution.
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world is 30 cents per quarter.
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five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, MARCH 25, 1905.

A HINT TO INVESTORS.

The decision of the Straits Government to withhold from the shareholders of the Tanjong Pagar Dock Company the 15 per cent. compensation which they claimed over and above the actual value of the property which the Government have expropriated is likely to lead to much misgiving on the part of those who have invested their money in similar undertakings. It simply means that the Government are in a position to over-ride the law, which, in the Straits, recognises the right of those whose land has been compulsorily acquired, to 15 per cent. compensation. So well understood is the law on the point, and so frequently has it been exercised in favour of those whose property had been taken for administrative or other purposes, that the 15 per cent. compensation was a settled principle in the legal world. On the plea that the purchase and sale of land was not the main object of the Tanjong Pagar Dock Company, the Government have abrogated the right of the shareholders to compensation. They claimed that this expropriation was not a compulsory acquisition of land, but a compulsory change of investment. To the mere outsider that seems to be quibbling with words. It certainly shows marvellously little consideration for the shareholder, who is tossed backwards and forwards at the whim of the Government like an impotent shuttlecock. What is worse, it may be taken as a precedent when other schemes of similar import emanate from that august body the Colonial Office. The rights of private citizens in this part of the world may not be very great, but they are at least worth some attention, although the apparently high-handed action of the Straits Government does not lend colour to the idea that any attention was given to that side of the question. From the point of view of the average investor there is much that remains inexplicable in the action of the Straits Government. After many years of hard work, the Tanjong Pagar Dock Company had built up a business that was of supreme importance to the port of Singapore. Shareholders had relinquished part of their dividends in order that the scope of the Company's operations might be enlarged, and the works developed. They had done so with the object of benefiting in the future from their immediate self-sacrifice—all to no purpose. They had acquired lands in the vicinity of the docks, having in view the expansion of their business. Now the Government comes along and says that these lands are part and parcel of the Company's business and, consequently, no compensation is due. But to-day these lands are exceedingly valuable; had it not been for the efforts of the Tanjong Pagar Dock Company the lands would have been practically worthless. Before the Company started operations, Tanjong Pagar was a mere swamp, valueless to anybody except a few Malay fishermen. The Company drained the ground, reclaimed it, and converted the swamp into an important property. It is true that the Company acquired the land on cheap terms from the Government, but is that any reason why they should now be penalised for their foresight and energy? If the Government had intended to utilise the land, they should have maintained a firm grip on it from the first. In that case shareholders would have received their dividends in full, knowing how precarious was the tenure on which they held the property, and the vast work of progress at Tanjong Pagar would have remained half finished. It would seem that the more a corporation does to improve the face of the earth, the less consideration does it get. The speculator in land would appear to have the best of it, for his only object is to hold the property until it becomes valuable through the energy of his neighbours. In Hongkong land speculation was an extremely profitable game, at one time; but as far as it lay in the power of the Government the system was adopted of restricting the area of the ground to be sold, in order that people of small means might have an opportunity of submitting bids. The result was that the sites were acquired by people who proposed to erect residences on the ground, and to have an abiding interest in the Colony. It could

not be argued that the Tanjong Pagar Dock Company secured their land for other than business purposes, and to say that because that land is necessary to the future development of the docks and therefore not entitled to be considered in a claim for compensation, seems ridiculous on the face of it. The Company, we maintain, should have the benefit of their foresight. If the Government contend, as they do, that Tanjong Pagar Dock Company have the monopoly of warehouse accommodation and water frontage who is to blame unless it be the Government? However, the fact remains that the shareholder has been quietly shelved, his claims disregarded, and his interests thrown aside. It is his duty to remain humble, to believe that all things are for the best, and to reflect that if he has not himself materially profited by the so-called "compulsory acquisition," he has benefited hundreds of his fellow-citizens, not only in Singapore, but in every part of the world. This may be a pleasant thought, but he is a philosopher who can appreciate it. To Hongkong investors the crux of the question lies in the consideration of what would happen should the Colonial Office see fit to exert their superabundant energies on this Colony. It is there that the Straits precedent should prove of infinite service in causing Hongkong investors to guard against any similar diversion of the funds to which they might be legitimately due.

LOCAL AND GENERAL.

The staff at Victoria Gaol comprises 34 Europeans and 65 Indians.

The English Mail of the 25th February was delivered in London on the 24th inst.

The athletic sports in connection with the Hongkong Schools have been postponed.

The daily average of prisoners in the Branch Prison (Bellis Reformatory) during 1904 was 74.

SALES of small lots of Crown land at Sam Tsun and Wong Chuk Tsun are advertised to take place on 3rd prox.

QUARANTINE restrictions are enforced at Hongkong against Shanghai, for small-pox, and Tamsui, Formosa, for plague.

SANITARY measures are still adopted against Hongkong at Manila, Newchwang, Madras, Siam, Orissa and Chittagong.

THE delivery of the judgment by Mr. F. A. Hazeland in the case of Messrs. Punchard Lowther and Co's alleged unlicensed boats, has been postponed until Monday next at noon.

OWING to the inclemency of the weather the annual inspection of the Hongkong Volunteer Corps, which was to have taken place at Causeway Bay, this afternoon, has been postponed to the 15th April.

H. E. the Governor has appointed provisionally or until further notice Dr. F. W. Clark, acting Principal Civil Medical Officer, to be an Official Member of the Executive Council, vice Dr. J. M. Atkinson, on leave.

THE value of work performed in the printing department on account of the gaol and other departments during last year was \$28,552.14, of which \$5,917.95 was for Post Office work, \$1,161.80 Sanitary Board, \$3,640.85 Police, and \$3,839.44 Harbour Department.

AN officer on one of the northern coast steamers states that many floating mines are to be seen in the sea, principally near Weihaiwei and round the Shantung peninsula; and that, although reported to the naval officials at Weihaiwei no steps are being taken to secure or explode them.

SIR Henry Tichborne—whose name was rendered famous by that *cause célèbre* of thirty years ago, the Tichborne case—arrived in Hongkong this week by the P. & O. str. *Simla*. Sir Henry is on a tour round the world, and taking matters leisurely, expects to reach England some months hence.

THE crew of the s.s. *Vauxhall Bridge*, recently in Hongkong, and which arrived in Colombo the other morning from Ceylon, complained that they were tired out and demanded their discharge at that port, refusing to go any further in the vessel. The Captain arranged to discharge the crew and take on a new one.

HONOURS as regards "houses" were pretty evenly divided between the Dallas-Bandmann Company and the Westminster Glee and Concert Party, who appeared in the City Hall last night. The performance of "The Gipsies," by request, was a particularly good one and went off well. To-night's performance will be that of "The Orchid," while the result of the ballot will tell us what pieces are to be staged on Monday and Tuesday.

THE S. F. Press announces that, in consequence of complaints received from the authorities at Calcutta, Rangoon, Colombo, Bombay, and Hongkong, regarding seamen (not being natives of the country) being sent to those ports, masters, owners and agents are warned that seamen should not be sent to the above ports; and that vessels from which seamen are discharged are liable for all expenses incurred in their behalf, including any expense which might be incurred in returning them to the port at which they were discharged.

It is officially notified in the *Gazette* that during the absence from the Colony of H. E. Major-General Villiers Hutton, C.B., on inspection duty, Colonel W. G. B. Western, C.B., and Royal West Kent Regiment, will be in command of the troops.

THE Russian Government, acting through agents of several nationalities, are engaged in acquiring British steamers for use as transports for provisioning the Baltic fleets. Already they have purchased vessels whose total tonnage amounts to about 40,000. A new oil-tank steamer, with a carrying capacity of 8,750 tons has been bought from Sir Christopher Furness, M.P. No sooner had the purchase been effected than the agents declared that it was wanted to act as a fresh water carrier to the Baltic fleet.

THE following telegraphic information, dated the 17th inst., has been received from the Sunatra Director and Manager of the Mantschappi tot Mjin-Boschen-Landbouwexploitatie in Langkat, Ld.:

Daily aggregate output of Crude Petroleum:	86,000 Gallons.
Crude Petroleum in Tanks at date:	240,000 Cases.
Kerosine made since the date of the preceding half-monthly telegram:	83,000 Cases.
Kerosine shipped since the date of the preceding half-monthly telegram:	100,000 Cases.
Kerosine in stock at Refinery at date:	45,000 Cases.

How many people could answer off-hand the question, "What is tutenagging?" One might hazard as a guess that it was an obscure phrase in gulf slang, a new form of sport, or, perhaps, another name for the "conduct becoming an officer and a gentleman." As a matter of fact, it is a form of aestheticism, very select, fashionable, and expensive, born of the war in the Far East, which has started a craze for all things of Japanese and Chinese manufacture. "Tutenagging" is a dullish grey metal, an alloy of Chinese copper, zinc, and nickel. All sorts of curious salt-cellars, pepper-pots, knife-handles, and dishes are made of it, and some of the genuine Chinese engraving work done upon it is certainly wonderful. "Tutenagging" is therefore the pursuit of a new extravagance which will go out of favour directly it becomes popular.

THE portrait of the Dowager-Empress of China, painted by Miss Carl, which has been exhibited at the Chicago Exposition, was on 18th ult. handed to President Roosevelt on behalf of the United States. The portrait will not be on view at the White House, as its size renders it necessary to place it in the National Museum. Sir Chingtung Liang Cheng, the Chinese Minister, in presenting the painting as a recognition of America's part in preservation of Chinese neutrality, said that recent events in his country had proved China could place the firmest reliance on the disinterested friendship of the United States. In accepting the portrait Mr. Roosevelt said it would be a lasting memorial of the goodwill uniting the two countries. He asked the Minister to convey to the Dowager-Empress his thanks and his best wishes for her health and happiness.

ACCORDING to late Australian papers, Germany is negotiating for the acquisition of the island of Timor, which is within a few hours steaming of Port Darwin, the northern terminus of the Australian trans-continental telegraph line. "If ever England should become involved in a war with Germany," remarks a North Australian paper, "the latter Power will possess some fine strategic points for an attack on Australia." The British acquisition of Timor was strongly urged some years ago, but without any practical result, and the Commonwealth Government is now being exhorted to take action in that direction. Timor is probably best known and remembered as the spot reached by Admiral Bligh at the end of his famous voyage of three thousand miles in an open boat after the "Mutiny of the Bounty." It is 500 miles long and sixty broad, and contains valuable deposits of gold, copper, and iron. The Dutch and the Portuguese have settlements on the coast.

THE funeral of Sir Robert Jardine took place at Lockerbie on 21st ult. A memorial service was held at noon at St. Columba's (Church of Scotland), Port-street, Belgrave. The Rev. Archibald Fleming, the minister, officiated. While the members of the congregation were assembling, Mr. John Lowe, the organist, played Beethoven's "March on the Death of a Hero" and Chopin's "Funeral March." The hymns were "O God, our help in ages past," "There is a land of pure delight," and "Sleep thy last sleep." After the blessing the "Dead March" in *Suit* was played. Among the members of the congregation were Sir J. Heron-Maxwell, Sir James Thompson, Lady Lucas, Lady Younghouse, Mr. and Mrs. Miss Macvicar Anderson, Mrs. H. F. J. Campbell, Mr. Jardine, K.C., Mr. R. C. Antrobus, Mr. Maclean, Mrs. James J. Bell-Irving, Miss Ivy Bell-Irving and Miss M. Bell-Irving, Mr. Hugh Matheson, Mr. Oswald Magniac, and Mr. Claude Magniac. To few people outside the British Isles will Sir Robert's death bring back more striking memories than to the Marquis Ito. Many years ago, when it was an offence punishable by death for a Japanese to leave his native country, it was the firm of Jardine, Matheson and Co. which played so important a part in the Marquis's escape to Europe with four other youths. Their object, of course, was to study Western methods, but at Shanghai the little party separated, Ito and one of his friends embarking on an English sailing ship in order to learn navigation and seamanship at first hand. On reaching London they were met by a representative of Sir Robert Jardine's firm, who provided them with money and lodgings. All but one of these intrepid men were raised in due course to the Japanese peerage.

CHINA-MANILA STEAMSHIP CO., LTD.

ANNUAL MEETING.

The annual meeting of the China-Manila Steamship Co., Ltd., was held in the offices of the Company, St. George's Buildings, this forenoon. The Hon. Mr. R. Shewan presided, and the others present were Messrs. N. A. Siebs, H. P. White, A. V. Apar, Anthony Babington, G. Somerville, G. Moffatt, A. G. Gordon, and W. A. Stopani.

The Chairman said:—Gentlemen, with your permission we will follow the usual custom and take the report and accounts, which have been in your hands for some time, as read. You will see from the accounts that, instead of the debit balance last year of \$63,123.66 we have this year a balance at credit of profit and loss account of \$58,107.70 out of which, in deference to the wishes of shareholders, although under the circumstances we would not ourselves recommend it, it is proposed to pay a dividend of \$1 per share, absorbing \$24,375.00 which, after placing \$5,000 to reserve fund as required by the Articles of Association, will leave \$8,832.70 to the credit of the new account for 1905. You will also observe that the new steamers *Rubi* and *Zufro* have left a fair profit of nearly \$100,000, while the old boat, the *Perla*, made a loss of nearly \$30,000. The *Perla* has been sold and the policy which we adopted in building those two modern passenger steamers and getting rid of the old and small cargo boats is now fully indicated by the results shown.

The fact is that, with the change of government in the Philippines the nature of the trade between here and Manila has completely changed. Formerly, we depended upon Chinese cargo and the coolie trade for our principal revenue, but Chinese are now more or less excluded from these islands, and we have to fall back upon foreign cargo and saloon passengers for our income. Cargo from Hongkong has been fairly plentiful throughout the year, but the supply of tonnage has been excessive, and rates of freight have in consequence been kept down. From Manila to Hongkong on the other hand the scarcity of cargo depicted by my predecessor this time, last year continued throughout 1904, though I am glad to say there has been an improvement in this respect lately.

The accounts require no special explanation. We have had to write off a large amount for depreciation, but this only proves the wisdom of our former policy of writing off depreciation regularly every year. Had we not departed from that rule during the last three years we should not have had this large amount to write off now. The lesson learnt is that depreciation goes on whether we ignore it or not, and that sooner or later we have to reckon with it, no matter how we try to shut our eyes to the fact. The reduction in capital has been effected satisfactorily, and the only comment I have to make on that is that it will enable us to save some \$12,000 a year in insurance, which you will agree with me is an important economy. Interest paid is rather less, but the Company's debt to its bankers is still high, and must be reduced before we can expect larger dividends. On the whole our prospects seem better than they have been for some time past. Our boats are the favourites in the trade and can hold their own with any, and with care, good fortune in the matter of accidents and strict attention to keeping down expenses consistent with efficiency we should be able to lay before you a still better report next year. Before moving the adoption of the report, and accounts I shall be pleased to answer any questions which shareholders may desire to put.

No questions were asked, and the Chairman proposed the adoption of the report and accounts.

Mr. N. A. Siebs seconded the motion, which was unanimously carried.

Mr. A. G. Gordon moved that the Hon. Mr. R. Shewan, Messrs. N. A. Siebs, H. P. White, and A. V. Apar be re-elected the Consulting Committee.

Mr. A. Babington seconded and the motion was adopted.

On the motion of Mr. A. V. Apar seconded by Mr. H. P. White, Messrs. T. Arnold and W. H. Potts were re-appointed auditors of the Company.

The Chairman stated that dividend warrants would be ready on Monday.

The meeting then ended.

DEATH OF A PRISONER

AT THE GAOL

At the Magistacy this morning, before Mr. F. A. Hazeland, sitting as Coroner, an inquiry was held regarding the circumstances touching the death of Tang Yuen, a prisoner in Victoria Gaol, who was under sentence for robbery with violence. The following jury was empanelled:—Messrs. J. L. Cotter (foreman), Solomon Curran and Alexander Bryson.

E. J. Pierpoint, chief warder, Victoria Gaol, stated that the body which the jurors had just viewed was that of Tang Yuen, who was received in the prison on the 21st of September 1903, to serve a sentence of five years' hard labour, imposed upon him at the Criminal Sessions.

Harban Singh, assistant hospital warder at Victoria Gaol, said the deceased died at 12.25 a.m. to-day.

Dr. W. V. M. Koch, Medical Officer, Victoria Gaol, stated that on the 24th inst., he examined the deceased and admitted him to hospital. He was suffering from acute inflammation of the lower lip, extending to the left side of the face, and this developed into gangrene, on which he rapidly lost strength and died. He last saw him alive at 11 a.m. on the 24th inst., and left full directions for his treatment. The cause of death was, in his opinion, gangrenous stomatitis.

Death from natural causes was the verdict of the jury.

VICTORIA GAOL.

TWELVE MONTHS' RECKONING.

"Owing to the overcrowded state of the Victoria Gaol it was again necessary, on account of the inadequate cell accommodation, to locate as many as three hundred prisoners in the corridors. The store rooms over the hospital had also to be used as association wards during the greater part of the year." This is what Mr. F. J. Badeley says in his report for 1904 on the working of this indispensable institution, and although it shows a condition of affairs which it is to be hoped will be averted by the additional accommodation proposed to be erected it does not by any means indicate a great increase in our prison population. For 241 days during the year the daily number of persons 'doing time' in the gaol varied between 600 and 834, and on 96 days of that period the numbers were over 700, thus giving a daily average of 726, as against 653 in 1903, 576 in 1902, 499 in 1901, and 486 in 1900. But reckoning these figures at a percentage to the estimated population of Hongkong the increase is very slight. Last year, when there were considered to be 361,206 people in the Colony the percentage worked out to '21 us against '200 the year previous, '184 in 1902, '165 in 1901, and '185 in 1900. Then, of course, there are the 'old birds' to be taken into account, and from the report of the Superintendent of the gaol it is seen that the percentage of prisoners admitted to prison with previous convictions recorded against them to the total number of admissions, was 12.26, as compared with 15.92 for the year 1903.

The number of persons committed to prison under sentence from the ordinary courts was 7,305, besides 95 soldiers and sailors sentenced by courts martial. There were 64 prisoners admitted for debt, making a total of 7,464. The corresponding numbers for the preceding year were as follows:—convicted by the ordinary courts, 7,144, convicted by courts martial, 74, and debtors, 55, making a total of 7,273. There was thus an increase of 191 in 1904 on the total number for the previous year. The number of prisoners convicted from the New Territories was 80.

Fifty juveniles were admitted during the year, 34 of whom were sentenced to be detained 48 hours and to be whipped; the remainder were sentenced to various terms of imprisonment.

There were 798 punishments for breach of prison discipline during the year, as compared with 1,903 for the preceding year. There were three cases in which corporal punishment was awarded, two of which were (with the birch rod) sentenced by the Assistant Superintendent alone, and one with the cat-o'-nine-tails by the same officer in conjunction with a Justice of the Peace.

Twenty-four prisoners were reported for fighting with or assaulting each other, 21 were found in possession of tobacco, and 540 were reported either for talking, idling, stool picking or such-like offences. There were 103 floggings during the year, 21 of which were ordered by a judge, and 79 by a magistrate.

REVENUE FROM THE PRISONS.

It is seen from the report that the average cost per prisoner was \$104.77, compared with \$108.92 for 1903. The principal item towards reducing this cost was the prisoners' earnings amounting to \$33,507.79, the corresponding sum in 1903 having been \$31,488.61. This amount of \$33,507.79, was made up from the various industries and was the difference between the value of articles manufactured or work done (\$33,449.84) and the expenditure of materials (\$942.05). This was made up as follows:—Oakum \$687.67, coir \$1,314.45, net-making \$332.36, tailoring \$342.73, rattan-work \$18.77, tin-smelting \$167.39, carpentry \$491.96, grass-matting \$50.01, shoe-making \$368.34, laundry \$11,604.08, and printing and bookbinding \$18,130.03. The sum of \$33,449.84 comprised amounts of \$5,512.01 which has been or will be paid into the bank and \$47,938.13 for work done for the gaol and Government departments which, if it had not been carried out by the prisoners would have had to be paid for to contractors.

FINGER PRINTS.

Mr. Badeley, after alluding to the good conduct of the staff during the year, tells us that when he returned from leave of absence on 18th March, and resumed charge of the prison, he introduced the system of identification by finger impressions in the Victoria Gaol and now all criminals have their finger prints taken on admission to prison. Mr. R. H. A. Craig took up the study of the finger print system at New Scotland Yard while on leave.

OWING to the recrudescence of piracy around Kwangchowau the Minister for France at Peking has approached the Chinese government with a view to its suppression, and the Viceroy of Canton has been instructed to take energetic measure against these people.

SHIPPING AND MAILS.

MAILS DUE.

Indian (*Gregory Apar*) 27th inst.
German (*Prins Alfr. Friedrich*) 28th inst. a.m.
German (*Prins Regent Luitpold*) 28th inst.
Canadian (*Tartar*) 29th inst.
Canadian (*Empress of India*) 10th prox.

The Chartered s.s. *Ras Rowa* from Hamburg left Singapore for this port on 24th inst., and may be expected here on 30th inst.

The H. A. L. s.s. *Segovia* from Hamburg left Singapore for this port on 24th inst., p.m., and may be expected here on 30th inst.

The C. P. R. Co's s.s. *Athenian* arrived at Kobe at 5.30 p.m. on 23rd inst., and left again at 2.30 p.m., Friday, for Yokohama where she is due to arrive at 7 p.m. on 25th inst.

The Imperial German Mail s.s. *Prins Ellet Friedrich* carrying the German Mails with dates from Berlin of the 28th ult., left Singapore on Thursday, at 6 p.m., and may be expected here on 28th inst., a.m.

TELEGRAMS.

[Russia.]

Russia and Persia.

LONDON, 23rd March.

A Russian consulate has been established at Bandar Abbas, at the entrance to the Persian Gulf.

England and Japan.

A striking article has appeared in the *Times*, based upon a letter from its Tokyo correspondent dated the 10th February, wherein the views of Japanese on the alliance with Great Britain are enunciated. It declares that there is no danger of British vacillation or weakness about excluding the interference of third parties at the final settlement of the war, and proceeds to discuss sympathetically the suggestion of Japanese publicists to transform the alliance into an agreement, absolutely binding each to assist the other in the event of war.

The co-operation of the British Navy and Japanese army wherever required would reduce the menace to China, Persia, and Afghanistan into perpetual impotence.

The *Times* cannot yet determine whether this is within the range of practical politics; but is confident that, if realizable, it will achieve a great end aimed at.

The New Russian Internal Loan.

Later.

The agreement for the new Russian internal loan has been signed; it will be issued at 96 and be redeemable in 50 years.

The German Emperor's visit to the Mediterranean.

The German Emperor has left Bremen on a liner for Lisbon, Tangier and the Mediterranean.

THE SUGAR INDUSTRY

IN INDIA.

The most important feature of ten months' seaborne trade may be noticed in the large imports of piece-goods, machinery and sugar, and large exports of wheat, jute and hides and skins. The imports of gold, too, have been exceedingly large, amounting to eighteen crores. As regards sugar, it seems that, despite countervailing duties and all other checks, Austrian beetroot sugar is forging ahead, as may be seen from the following comparative table:

	1902-03	1903-04	1904-05
Java.....Cwts.	493,801	1,014,195	1,861,798
Mauritius....	1,518,885	1,915,695	1,488,731

It will be seen that there is a falling off of 462,967 cwts. in Mauritius imports compared with last year. But the most significant fact is that Java is showing ahead of Mauritius from 493,806 cwts. in 1902-03 to 1,014,195 cwts. in the following year was a big leap, but even that leap has been surpassed by the quantity recorded for the ten months of the current official year. Practically Java sugar has made in two years a progress which works out 277 per cent. better than the imports of 1902-03. Evidently Mauritius will have to look to its laurels; should Java continue its exports in future in the same proportion it would go hard with that colony. But trade has its ups and downs. There is the law of compensation. Mauritius killed the Indian sugar trade, and it would seem as if Java were to snatch the trade from Mauritius in turn. It should be remembered that Java is nearer India than that island, that the sugarcane grown in the Malacca Islands is more productive of saccharine matter ton per ton, and that the machinery for refining it is up-to-date. All these are favourable elements for Java sugar becoming extremely popular in this country and slowly driving out the Mauritius. At the same time it is deplorable that Indian capitalists do not embark on this indigenous enterprise.

Sugar-making is one of the Indian industries known from times immemorial. There are the records of the East India Company to testify to the fact that only a century ago Indian sugar was exported as far as Cadiz and Brazil. The North-West Provinces, Bengal and Madras are most favoured by nature for the cultivation of the sugarcane in enormous quantities, which would supply all the sugar needed for domestic consumption, but, now imported annually to the value of seven crores of rupees on an average. The necessary capital and enterprise are needed for the development of this industry. At present there is a substantial company of British capitalists who are pursuing the industry in Behar on an extensive scale, with the latest improvements in machinery. Surely Bengal, which is rich in wealth and which has already done so handsomely in the matter of jute manufacture and coal-mining, can very well turn its attention to this profitable industry. A revival in it is destined to enrich the country and employ a fraction of the labourer in a most productive employment yielding him a higher wage than an anna per day, which hardly gives him two full meals. The attention of Bombay capitalists should be drawn to the development of the industry in the Presidency. There are large tracts in Thana and lower down the Malabar Coast where an immense cultivation could be carried on, culminating in handsome profits. The cotton industry is well-established. Let the wealthy commercial members of the Indian community now turn their attention to a revival of the sugar industry with the aid of the most modern machinery available.—*Advocate of India.*

LOOTING THE STEAMER "SHREWSBURY."

CRUISER FIRES BLANK SHOT.

It will be remembered by our readers that when the salvage party on board of the s.s. *Progress* arrived at the scene of the wreck of the collier *Shrewsbury*, on the 18th ult., a number of junks were observed hovering around the ship, while about a dozen sampans were noticed alongside in waiting for their crews who were on board looting the vessel. On the approach of the *Progress* most of these men got away in the sampans, but eleven of them were captured on board. As it was found necessary to obtain more labour to discharge the coal from the *Shrewsbury*, it was decided that the *Progress* should return to Hongkong for a further batch of coolies, and the captives were released in order to prevent, if possible, any trouble during the absence of the *Progress*, or interference with the salvage party left on board the *Shrewsbury* to make the necessary preparations for the salvage operation. The *Progress* returned to the scene of the wreck on the 26th ult., and found that the engine and boiler rooms had been pumped out and coal was then being discharged. It was noticed that junks were still hovering around the *Shrewsbury*, and that sampans were taking off their crews to the vessel, from which everything portable had been removed. The *Progress* steamed close up to the junks, which immediately cleared off, and as they made for the other side of the ship, she fired a few shots at the funnel of the *Shrewsbury* and caused the pirates to set sail for safety. Next day the looter's re-appeared in large numbers, but again one shot at them sent the men to the right about. In all, there were thirteen junks, but after the firing of the shots their crews gave no further trouble, and the work of salvaging the *Shrewsbury* then proceeded without interuption.

The disappointment which followed the re-floating of the steamer and the return of the *Progress* to the wreck for salvage appliances has been recorded in our columns, but details concerning her experiences on her last trip down have not so far been fully recorded. We have reported that on her leaving again for the wreck, the *Progress* was convoyed by H.M.S. *Iphigenia*, as fears were entertained that the pirates would be swarming around in such numbers as to dare to molest the party. Thus escorted the *Progress* arrived alongside the *Shrewsbury* on the 16th ult., and there found thirteen junks at anchor near the wreck. On sighting the *Progress* and the British cruiser, the pirates discharged all their loot into sampans which they immediately sank in shallow water alongside the *Shrewsbury*, and themselves set sail and made off. On board the *Shrewsbury* the wreckers' work was everywhere in evidence; the pumps had been broken up, wantonly, all brass and copper fittings torn off, even the deck-plates and bulwarks being unriveted apparently by skilled and experienced hands, while all the rigging had been cut down, and piled on the deck ready for removal to the marauders' junks. Even the top-masts had been unshipped and hauled down to the deck, and three-inch iron plates were found to have been cut through so as to render them more handy for removal, valuable powerful pumps were hacked to pieces for the sake of small quantities of white metal linings inside while winches and the windlass were rendered useless. When subsequently a party of officers and engineers from the *Iphigenia* boarded the denuded vessel they could not refrain from remarking upon the havoc wrought by the pirates in the short space of five days.

On the 17th inst., the *Progress*, followed by the *Iphigenia*, steamed towards the junks with the intention of making the crews give up some of the stolen gear and fittings, and though the *Iphigenia* fired a blank shot across the bows of the foremost junk the pirates paid no attention but set sail and hurried off. For some unaccountable reason they were not pursued, though one junk stranded in her hurry to get away and was boarded at once by Mr. Tully's party, and found to be half full of looted gear. On seeing the party board his junk the master jumped overboard and was not seen again. The curious part of the affair was that, though a thorough search was made of the junk, no arms of any description were found aboard her, and for that reason, the men were not arrested. At first it was considered advisable to hold them and make them divulge what province the pirates came from in order to try to force the natives there to pay for the damage wrought. It will be instructive to learn, as no doubt we shall do in due course, why these pirates, caught red-handed with looted British property in their possession, after being chased by a cruiser, were still allowed to go scot free!

Near the *Shrewsbury*, but in the lagoon, was a small stranded Japanese steamer, and the pirates could be seen from the deck of the *Progress* busily looting her. As they did not appear inclined to molest the *Progress* party the *Iphigenia* sailed for Hongkong on the 18th inst., and the pirate junks then swooped down again and many went on board the *Shrewsbury* to continue their work of wanton destruction. Three junks were seen to sail away laden deep with stolen gear. By that time the weather had moderated considerably, and the *Progress* was able to get over some of the boilers, pumps, anchors and chains from the *Shrewsbury*, but the next day the weather again roughened, and as it was dangerous for her to remain where she was, she cruised about until daylight next day when all hope of salvaging anything more was abandoned, and the vessel's head was pointed for Hongkong. She had got but a few hundred yards away when all the junks hovering about were seen to bear down upon the ill-fated *Shrewsbury*, and the pirates boarding her, the destruction was recommenced.

WESTMINSTER GLEE PARTY.

A TREAT TO MUSIC LOVERS.

It was a small but appreciative audience which assembled in the St. Andrew's Hall last night, to enjoy the singing of the well-known Westminster Glee and Concert Party. At first, indeed, it seemed as if the audience would be confined to half-a-dozen people, but before the concert began there was a fairly representative gathering of music lovers in Hongkong, and their fortitude in defying the elements was well rewarded. The feature of the programme was its old-time character; it might have been framed a century ago, with its madrigals and glees and carols. Occasionally a Scotch song was introduced, and as a matter of fact, there was one stage of the performance when one might have thought he was at a Burn's Concert. Almost every item in the programme was enclosed; the audience was insistent upon encores, and it was well that allowance had been made for such appreciation, otherwise the concert would have been protracted long beyond the "wee sma' hour." The concert opened with a madrigal—"This pleasant month of May" by Heale. It was rendered by Messrs. Edward Branscombe, Haydn Fraser, Frederick Bauhof, and Sterndale-Bennett. It was in "Hail, smiling morn," however, that we first began to realise the capabilities of the singers. The quartette of men was joined by a quartette of young chorists, and the strong rich voices of the seniors blended beautifully with the clarion tones of the juniors. At the end of the piece, the audience vociferously demanded an encore, and "Come and watch the daylight dawning" was given, a most melodious glee, in the course of which the high soprano of Master Ludlow was heard to fine effect. The duet by Master Ludlow and Travis—"I know a bank"—was the first opportunity afforded of judging the value of the boys' voices unassisted by the strong background of the seniors. Master Ludlow has a voice of marvellous purity and range, and his sweeping cadences were rendered with wonderful beauty. Master Travis proved an admirable assistant, although somewhat husky at times, due no doubt to the weather. Mr. T. C. Sterndale-Bennett took the place of Mr. W. Llewellyn, who was indisposed, and sang in fine style the well-known—"I shot an arrow." As an encore he gave an Irish song with the naïveté of an Irishman. Indeed, Mr. Sterndale-Bennett is a tower of strength to the Concert Party, for besides being an admirable bass singer he is a pianist of the first order. Madame Marie Hooton received an ovation on her first appearance. She sang a love-song of the northern wilds; her powerful contralto, and fine expression, gave force and meaning to the melody, but Madame Hooton was hardly at her best. An encore was demanded, however, and "Loch Lomond" was given, but in the well-known Scotch lullaby Madame Hooton was not yet seen to advantage. It was not until the second part of the programme, when she sang "Doon the burn, Davie, lad" that the full power and depth of feeling contained in her voice were apparent. It was, in our opinion, the success of the evening, and the audience seemed to think so also. These old ballads with their wealth of expression, their range in melody, and their plainness which anon turns into sudden bursts of poetry impose exceptional demands on a singer, but Madame Hooton rendered the old song in a manner that could not have been surpassed. The encore "What do summer fairies do" with its refrain "I wonder" seemed meretricious and superficial after the fine rendering of the former song. To continue with the first part, Messrs. Fraser, Bauhof and Sterndale-Bennett sang a laughable little comedy "Twas you, 'er," which was followed by "Old Thomas Dead"—trifling little pieces which accentuated the beauty of the other songs. In "Gentle Spring," the four chorists began in rather a halting fashion, but quickly gained confidence and the sweetness of their voices was greatly admired. They were not so good alone, however, as when assisted by their seniors. An encore, "Silver Moonbeams," was of the same character. The only point to be noted about the boys' singing was their absolute stolidity; they could soften or strengthen their tones according to instructions, but there was practically no expression in their attitude. One of the finest of the part songs was the rendering of Gounod's "Send out thy light," sung by the men and boys together. There was not a flaw to be found in the piece, but curiously enough it was not encored. Mr. Edward Branscombe sang a long sea ditty entitled—"The Lowland Sea"; it was characterised by a robustness, and expression alike admirable, moderating to a pianissimo towards the close, which effectively proved the variety of this tenor's capabilities. An encore was given, "O a' the airts," William Shore's setting, was a pretty piece sung by the quartette of male voices, and an encore was enthusiastically demanded and given. Master William Edgley sang "The Swallows" by Cowen, with considerable ability, the high notes being particularly beautiful. "Cuckoo" was the encore. As a society entertainer, Mr. Dudley Causton afforded great amusement, his sketch of a village concert being brimful of happy and humorous touches. "The Beils of St. Michaels" was the concluding glee, and the concert ended with the singing of the National Anthem.

MORE EXTRADITIONS WANTED

BY CHINESE GOVERNMENT.

Tse Kam Shing, of Cheung Chan village, and Chung Kang Tai, of Kuk Shui Po village, both in the district of Kwong Min, under the jurisdiction of the Chinese Government, were placed before Mr. F. A. Hartland, at the Magistrate's Court this morning, when Inspector Cauld appeared for their extradition, they being wanted in China on charges of committing armed robbery in the districts mentioned. The case was remanded for one week to procure the necessary evidence from China.

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

THE AMERICAN TAR ASHORE.

To the Editor of the "HONGKONG TELEGRAPH."

Sir,—No one loves the happy-go-lucky Jack more than I do, a feeling which doubtless was fostered in early days by a violent course of Kingston, Marryat, Gordon Stables and other writers. He was always depicted as a harum-scarum individual, with an immense capacity for getting into scrapes and setting a whole town by the ears. Tom Cringle was as bad as any of them, and as for the "Three Lieutenants" their pranks could not be stopped. Even in actual every-day life we have the story of Lord Charles Beresford, whose popularity rests upon the fact that he was the wildest of a mad set of midshipmen, and only enjoyed himself when getting into trouble. The question of the escapades of Jack ashore came to my mind when watching half-a-dozen American blue-jackets scuffling and crawling in the mud of Queen's Road the other night. Far be it from me to pose as a Puritan; rather the reverse, but it does seem to me that excessive discipline has not exactly the effect one would expect.

On board ship Jack is subject to all sorts and conditions of petty martineiship. He gets up at a certain hour, his allowances of food and drink are doled out to him and he leads the life of a St. Anthony. For months he will remain at peace with the world, unless there is an occasional growl about extra duty. Then all at once he gets shore leave, and what happens? Nothing can hold him. Discipline is thrown to the winds; all thought of those weary days spent in regular routine work is cast aside. The funny part is that people speak about discipline as if it were a sort of ingrained sixth sense. "Give a man discipline," they say, "and nothing will tempt him from the beaten track." Where Jack is concerned that is certainly a fallacy. There is no man subjected to more stringent forms of discipline than Jack aboard ship; and there is no man more undisciplined than Jack ashore.

It is hardly fair, perhaps, to hang these ideas on the visit of the American fleet to Hongkong; but it is a fact that Hongkong has not been so lively for months as it is at the present time. You see American blue-jackets at every corner; not a "ricksha" can be got because Jack has chartered it; every hotel is crammed with the ubiquitous tar. He is found in every sort of position, and the joke of it all is that the ordinarily sober-visaged man, with an eye of contempt for all things and everybody, who sees evil in the colour of the violet, turns a benevolent eye upon Jack's follies and smiles at his frolics. There used to be a song, "We all love Jack," and it seems to me that no truer word was never said. Whatever his faults he is good at the bottom, but wouldn't it be possible to get him to restrain himself just a little bit? Of course we can't expect miracles, but really, the American Jack (I don't see why I shouldn't say the British Jack also) is a trifle too strong for the ordinary landsman. I am, etc., H. J. B.

Hongkong, 25th March, 1905.

SHAMEN IN ERROR.

CONTRABAND QUESTION AGAIN.

This morning, before the Hon. Captain L. A. W. Barnes-Lawrence, R.N., Marine Magistrate, Archibald Currie, Master of the s.s. *Queen Eleanor*, chartered eighteen of his crew with impeding the progress of the vessel by refusing to proceed to Japan.

Captain Currie stated that the defendants signed an agreement to proceed in the vessel to any place between 75° N. and 60° S. He arrived here from Cardiff on the morning of the 24th inst., and received orders from the owners, through the agents here, to proceed to Sasebo, Japan. Between 3 and 4 p.m., the same day, when about to proceed to sea, defendants came aft and said they refused to go to Japan.

By the Court: They refused on the ground that the ship was carrying contraband of war. He tried to argue with them and persuade them to go, but to no effect. He then came ashore and reported the matter to the Harbour Master. On returning he explained to the men their position as explained to him by the Harbour Master. They persevered, however, in their refusal, and he brought them ashore to the Harbour Office. Had he not been prevented by the action of the defendants he would have left on the afternoon of the 24th inst.

T. Beauvis, boatswain, said he signed on at Bremenhaven, but never knew he was going to Japan. Coal is contraband, and that is the reason why he would not go there.

H. Hanly said he signed to go to Hongkong and did not know the vessel was going to Japan.

T. Black said he signed at Durban to go to Hongkong.

By the Court: He had the agreement read over to him.

M. Raitenow said he joined the ship knowing and understanding the terms of the agreement, but they did not mention Japan. They were carrying contraband, and if they were captured, what was to become of them?

The rest had nothing to say.

His Worship:—I explained to you in my office this morning the erroneous conclusions you had arrived at in respect to your positions. I pointed out that you had deliberately signed an agreement to proceed to certain portions of the globe in which Japan is included. You knew, when signing on, that Hongkong was mentioned as one of the ports of call, and yet you wait until you arrive here before you decide to impede the ship's progress by the assumption that you will undergo considerable risk if you proceed in her. I told you that if real danger did exist I should certainly take the fact into consideration. The knowledge that you were carrying coal, which is considered contraband of war if applied to the use of belligerents, hardly enters into the question—as if it was to be taken to

one or other of the belligerents it would not be permitted. As it is you are proceeding to the port of Sasebo in Japan, with a cargo of coal, a matter of commercial enterprise which international law recognizes without interference, and which is the point your minds are now exercised upon, without any other risk than that entailed by those attached to ordinary sea-faring life. Should any of you at this juncture determine to act like sensible men, and return to your duties on board your vessel, I have no doubt the master will withdraw the charge against you. Failing your taking this last opportunity I can only regard your action as breach of contract and cowardice, and as asking for punishment which you will have richly merited. The men persisted in their refusal. His Worship then sentenced them to twelve weeks' imprisonment, and to be replaced on board the s.s. *Queen Eleanor* should she return to this port before the expiration of their sentences.

To-day's Advertisements.

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE TWENTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company, will be held in the Company's Office, 5th, George's Buildings, No. 6, Connaught Road, Victoria, on SATURDAY, the 8th April, 1905, at 11 A.M., for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1904, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 5th, to SATURDAY, 8th April, both days inclusive.

SHEWAN, TOMES & Co., General Managers. [417]

THE YANGTZE INSURANCE ASSOCIATION, LIMITED.

NOTICE TO SHAREHOLDERS.

THE FIFTEENTH ORDINARY GENERAL MEETING of the above Association will be held at the Head Office, No. 26, The Bund, Shanghai, on TUESDAY, the 11th April, 1905, at 4.30 o'clock P.M. precisely, for presentation of the Report of the Directors and the Accounts to the 31st December, 1904, the election of Directors and Auditor for the current year, and for the purpose of transacting any other business which may be transacted at an Ordinary General Meeting.

The TRANSFER BOOKS of the Association will be CLOSED from the 1st of April to the 11th of April, 1905, both days inclusive.

Members holding proxies for absent Shareholders must deposit same with the Secretary for Registration at least Forty-eight hours before the Meeting.

By Order of the Board of Directors, W. S. JACKSON, Secretary. [410]

Shanghai, 15th March, 1905.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Commanding Officer, The Hongkong Volunteer Corps, to sell by

PUBLIC AUCTION,

ON

WEDNESDAY,

the 29th March, 1905, at 11 A.M., at the Volunteer Head Quarters, A QUANTITY OF CONDEMNED AND OBSOLETE STORES. TERMS:—As usual.

HUGHES & HOUGH, Government Auctioneers. Hongkong, 25th March, 1905. [415]

PUBLIC AUCTION.

THE Undersigned have received instructions from Major HURLEY, to sell by

PUBLIC AUCTION,

ON

THURSDAY,

the 30th March, 1905, at 2.30 P.M., within his residence, No. 16, Knutsford Terrace, Kowloon,

THE WHOLE OF HIS HOUSEHOLD FURNITURE,

Comprising:—TEAKWOOD EXTENSION DINING TABLE AND CHAIRS, SIDE-BOARD, DINING WAGGON, BRASS-MOUNTED BED-STEADS with WIRE and RATTAN MATTRESSES, CHILD'S COT, MARBLE-TOP WASHSTANDS, TEAKWOOD WARDROBES with GLASS, &c., &c., &c. Catalogues will be issued. TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. [416]

25th March, 1905.

THEATRE ROYAL, CITY HALL.

THE DALLAS-BANDMANN OPERA CO.

TO-NIGHT! TO-NIGHT! (SATURDAY), 25th March, "THE ORCHID."

SPECIAL ANNOUNCEMENT! Performances will be given on MONDAY and TUESDAY, March 27th and 28th, POSITIVELY THE LAST TWO NIGHTS THIS SEASON.

These performances will be decided by GENERAL PUBLIC BALLOT.

Ballot Boxes at the ROBINSON PIANO Co. Doors open 8.30 P.M. Commence 9.00 P.M.

PRICES AS USUAL. Plan at Messrs. ROBINSON PIANO Co., Ltd. Late Tram 15 minutes after the Performance. F. C. GARTON, Business Manager. Hongkong, 25th March, 1905. [314]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA. The Company's Steamship

"YUENSANG," Captain P. H. Rolfe, will be despatched as above, on FRIDAY, the 31st instant, at 4 P.M. This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 25th March, 1905. [414]

To-day's Advertisements.

NOTICE.

THE HONGKONG SCHOOLS' SPORTS are POSTPONED.

R. J. BIRBECK, G. P. DE MARTIN, Hon. Secs. [413]

Hongkong, 25th March, 1905.

TO LET.

NO. 3, CANTON VILLAS, KOWLOON. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 25th March, 1905. [411]

Hongkong, 25th March, 1905.

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Hongkong, 2

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DOE
GLASGOW and LIVERPOOL	"AGAMEMNON"	27th March.
GLASGOW and LIVERPOOL	"JASON"	1st April.
GLASGOW and LIVERPOOL	"LAERTES"	8th April.
GLASGOW and LIVERPOOL	"DARDANUS"	8th April.
GLASGOW and LIVERPOOL	"CHINGWO"	15th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	17th April.
GLASGOW and LIVERPOOL	"DIOMED"	21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	29th April.
GLASGOW and LIVERPOOL	"DEUCALION"	6th May.

S.S. "Agamemnon" left Singapore at daylight on the 22nd inst., and is expected to arrive here on the 27th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"ACHILLES"	28th March.
AMSTERDAM, LONDON & ANTWERP	"MACHAON"	11th April.
* GENOA, MARSEILLES & L'POOL	"ALCINOUS"	20th April.
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	25th April.
AMSTERDAM, LONDON & ANTWERP	"JASON"	9th May.
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May.
AMSTERDAM, LONDON & ANTWERP	"PINGSUEY"	23rd May.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"TELEMACHUS"	20th April

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th March, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SWATOW, CHEFOO and TIENSIN	"KANSU"	27th March.
MANILA	"TAMING"	28th "
SHANGHAI	"WOSUNG"	28th "
SHANGHAI	"NINGPO"	30th "
CEBU and ILOILO	"BUNGKANG"	31st "
MANILA, PORT DARWIN, THURS- DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHINGTU"	10th April.

* The Attention of Passengers is directed to the Superior Accommodation offered by these
steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly
qualified Surgeon is carried.† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian
Ports.N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND
AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENTS.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 25th March, 1905.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 1st April, at 10 A.M.
RUBI	2540	A. H. Nolley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 24th March, 1905.

AMERICAN ASIATIC STEAMSHIP
COMPANY.

FOR NEW YORK via SUEZ CANAL

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4370	Wagner	March 31st, 1905.
"NUMANTIA"	4370	Brehmer	April 20th, "
"ARABIA"	4483	Schmidt	May 11th, "
"ARAGONIA"	5198	Schmidt	May 30th, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 10th February, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA,

FOR

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4370	Wagner	March 31st, 1905.
"NUMANTIA"	4370	Brehmer	April 20th, "
"ARABIA"	4483	Schmidt	May 11th, "
"ARAGONIA"	5198	Schmidt	May 30th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and
United States Ports. For through rates of Freight and further information, communicate
with or apply to

12

ALLAN CAMERON, General Agent.

TSIN TING.

LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

THE AMERICAN SYSTEM

OF
DENTISTRY.

M. H. CHAUN, D.D.S.

37, DES VUEX ROAD CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons Captain
"KWONG CHOW" 1,399 J. P. MARTIN.
"KWONG TUNG" 1,338 H. W. WALKER.
Leave Hongkong for Canton at 9 every
evening (Saturday excepted).
Leave Canton for Hongkong about 5.30
o'clock every evening (Sunday excepted).
These Fine New Steamers have unexcelled
Accommodation for First Class Passengers and
are lit throughout by Electricity.Passage Fare—Single Journey...\$4
Meals...\$1 each.The Company's Wharf is a short distance
West of the Harbour Master's Office.
SHIU ON S.S. CO., LD., and
YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.
Hongkong, 10th January, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAI."

Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8.30 A.M.—Departs from Macao on Week
Days at 2.30 P.M. and on Sundays at 6.30 P.M.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.
Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents; Return, 50 cents; Steerage, 10 cents.TIFFIN and DINNER can be supplied
either on Board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, the notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.

MING ON & Co.,

2nd Floor, No. 16, Victoria Street.
Hongkong, 5th November, 1904.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship
"BENGLOE"will be despatched for the above Ports, on
MONDAY, the 27th instant.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.
Agents.
Hongkong, 14th March, 1905.EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin and Queensland
Ports, and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)THE Steamship
"AUSTRALIAN"Captain McArthur, will be despatched for the
above Ports, on SATURDAY, the 8th April,
at Noon.This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, etc., throughout the voyage.This Steamer is installed throughout with
the Electric Light.
A duly qualified Surgeon and Stewardess are
carried.N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th March, 1905.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.

VIA PORTS AND SUEZ CANAL,

(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

1905. About

"LOWTHER CASTLE" 18th April, 1905.
For Freight and further information, apply
to

DODWELL & Co., LIMITED,

Agents.
Hongkong, 25th March, 1905.

Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"KUMSANG."

Captain E. J. Buller, will be despatched as
above, on TUESDAY, the 28th instant, at 3 P.M.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 21st March, 1905."SHIRE" LINE OF STEAMERS.
FOR LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE."

C. H. Burch, Commander, will be despatched for
the above Ports, on WEDNESDAY, the 29th
instant, at 4 P.M.
This Steamer has Superior Accommodation
for Passengers.For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 23rd March, 1905.

Consignees.

"BARBER" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "SAGAMI,"
FROM NEW YORK.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 30th March will be
subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
1st April, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 30th March at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 24th March, 1905.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENVENUE."

FROM LONDON VIA SINGAPORE.

CONSIGNEES of Cargo are hereby
informed that all Goods are being landed
at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Ltd.,
whence and/or from the wharves delivery may
be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods undelivered
after the 27th instant will be subject to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 1st
April, or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 27th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 20th March, 1905.

S.S. "TONKIN."

COMPAGNIE DES MESSEAGERIES
MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London, ex.s.s.
"Douro" and "Sina", and from Havre, ex.s.s.
"Douro", in connection with above Steamer, are
hereby informed that all Goods, with the
exception of Opium, Treasure and Valuables
are being landed and stored at their risk into
the Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
whence delivery may be obtained immediately
after landing.Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before 2 P.M., TO-DAY, requesting it to be
landed here.Bills of Lading will be countersigned by the
Undersigned. Goods remaining undelivered after
MONDAY, the 27th March, at Noon, will be
subject to rent and landing charges.All claims must be sent in to me on or before
the 27th March, or they will not be recognized.
All damaged packages will be examined on
MONDAY, the 27th March, at 3 P.M.

No Fire Insurance has been effected.

L. BRIDOU,
Acting Agent.

Hongkong, 20th March, 1905.

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SLAVONIA."

Captain Madsen, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless notice
to the contrary be given before TO-DAY.Any Cargo impeding their discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited, and
stored at Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 27th instant will be subject
to rent.All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 27th instant at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 19th March, 1905.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"SIMLA,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo—

From London, &c., ex.s.s. "Moldavia" and
Arabia.

From Australia, ex.s.s. "Mongolia".

From Calcutta, ex.s.s. "S.S. Small".

From Persian Gulf, &c., ex.s.s. B. I. S. N. and
B. & P. S. N. Co.'s Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
1 P.M., TO-DAY.Goods not cleared by the 30th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignees
and the Company's representative at an
appointed hour.All claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No claims will be admitted after the goods
have left the Godowns.L. S. LEWIS,
Acting Superintendent.

Hongkong, 24th March, 1905.

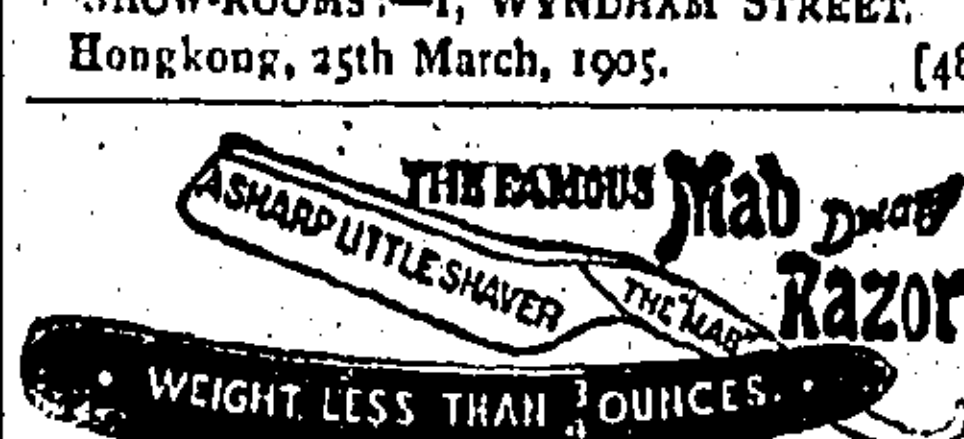
Intimations.

THE WISE MAN
BUYS A "SINGER"; IT'S TRUE
ECONOMY.5 YEARS' GUARANTEE;
FREE INSTRUCTION;
EASY PAYMENTS.

It's something you need.

SHOW-ROOMS—1, WYNDHAM STREET.

Hongkong, 25th March, 1905.

THIS DWARF RAZOR has superseded
the old fashioned clumsy Razor and by
its use Shaving becomes a pleasure. It is
manufactured in Sheffield, England, from a
special amalgam of steel which makes imita-
tion impossible, and in consequence it enjoys
the largest sale of any Razor in the World.
Thousands of Testimonials testify that the
title "MAB" is the finest shaving implement
ever produced.Will be mailed to any address on receipt of
the price (\$2), post free.To be obtained from THE MUTUAL STORES,
WATKINS, LIMITED, and all first-class stores
in the Colony.Sole Agents for F. E. St. HOWARD & Co.,
29, Des Vœux Road, Central, Hongkong.
Agents wanted in every port.

For particulars and terms, apply to—

HOWARD & Co.

Hongkong, 24th November, 1904.

ESPECIAL OLD TOM GIN.

Marshall and
Elvy'sDOUBLY DISTILLED
AND OF
MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,
Des Vœux Road.

Hongkong, 11th May, 1904.

WEISMANN, LTD.

(CAFE WEISMANN.)

THE place par excellence in Hongkong
for Refreshments of all descriptions.Facing the Post Office, Queen's Road,
Central.Everything of the best, prepared and
served under entirely European Manage-
ment.

See our Grand Christmas Display.

Cakes, Bonbons and Confectionery of all
kinds made to customers' own order and
design.

Send or Bring Your orders.

We guarantee satisfaction.

The Weissmann Most Up-to-date Café
in the Orient.

Hongkong, 17th December, 1904.

A FOOK & Co.,

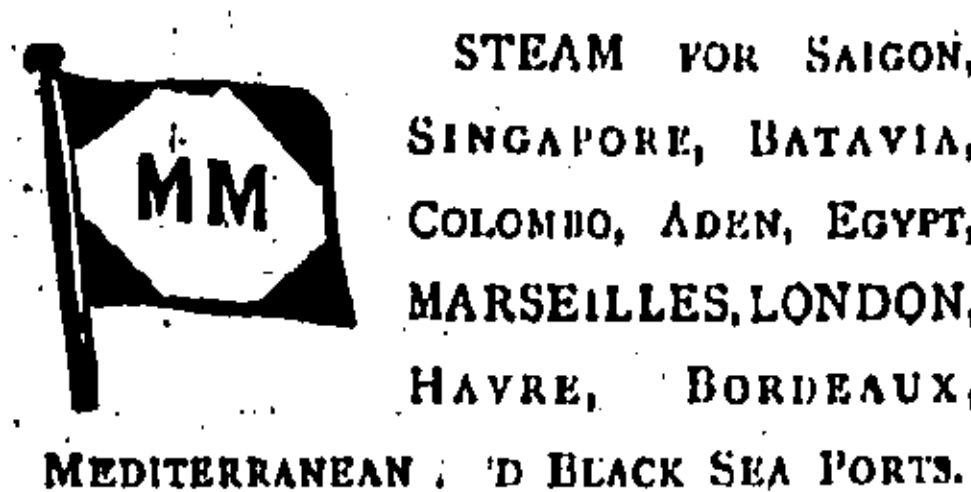
12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMPRADORES, COAL MERCHANTS
AND STEVEDORES OF SIXTY
YE

Mails.

MESSAGERIES MARITIMES

FRENCH MAIL STEAMERS.



The S.S. "TOURANE."

Captain R. Girard, will be despatched for MARSEILLES on TUESDAY, the 4th April, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. *TOKIN* 18th April.

S.S. *ARMAND BEHIC* ... 2nd May.

S.S. *AUSTRALIEN* 16th May.

G. DE CHAMPEAUX, Agent.

Hongkong, 24th March, 1905. [7]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.

THE Steamship

"NUBIA."

Captain F. N. Tillard, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 8th April, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *China*, 7,912 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Calcutta*, due in London on the 20th May.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,

Acting Superintendent,

Hongkong, 25th March, 1905. [2]

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with

NORTHERN PACIFIC RAILWAY

COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA,

VIA

MOJI, KOBE AND YOKOHAMA.

(Steamers. Tons. Captains. Sailing.

Pleasant 3,753 F. G. Parington, At Mar. 30

Shamut 9,666 E. V. Roberts, April 13

Tremont 9,666 T. W. Garlick, April 13

Lyra 4,417 G. V. Williams, May 15

1 Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable

steamer for Manila.

Tremont 9,666 T. W. Garlick, At April 12

Lyra 4,417 G. V. Williams, May 3

CHEAP FARES, EXCELLENT ACCOMMODATION,

ATTENDANCE AND CUISINE, ELECTRIC

LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. *Shamut* and *Tremont*

are fitted with very superior accommodation

for first and second class passengers. The

large size of these vessels ensures steadiness

at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo

carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,

Hongkong, 18th March, 1905. [8]

BOO CHEONG,

昌 發

STATIONER AND PAPER MERCHANT,

No. 20, Pottinger Street.

HAS always on hand all varieties of

Stationery, Printing and Note Papers,

Copying Presses, also Automatic Cyclostyle

and Ellams Duplicator.

Hongkong, 2nd February, 1905. [54]

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.

\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,

General Managers.

Hongkong, 7th March, 1905. [50]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1905. [57]

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

Buyers free of charge.

Naphtha of the best

kind kept in stock.

TAI KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1905. [54]

To Let.

TO LET.

HOUSE IN CLIFTON GARDENS, Conduit

Road, from 1st July.

Apply—

THE MEDICAL HALL.

Hongkong, 14th March, 1905. [366]

TO LET.

A BUILDING at CAUSEWAY BAY, at

present in occupation of the Steam

Laundry Co., Ltd.

No. 1, RIFON TERRACE.

A HOUSE in WONG NEI CHONG ROAD.

FLATS in MORETON TERRACE, facing

Polo Ground.

OFFICES in course of erection, CON-

NAUGHT ROAD (near BLAKE PIER).

GODOWNS: PRAVA EAST.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 7th March, 1905. [60]

TO LET.

NO. 1, STEWART TERRACE,

THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, 26th March, 1904. [70]

TO LET.

SIX FIRST-CLASS EUROPEAN

HOUSES in Observatory Road, Tsim

Tsa Tsai, Kowloon. Each with five spacious

well-ventilated living rooms, two bath rooms,

kitchen, garden, tennis courts, servants' quar-

ters, water, gas, electric lights and bells

Moderate Rental. Possession on or about

1st April, 1905.

Apply to—

ARRATON V. APCAR & Co.,

45, Wyndham Street.

Hongkong, 6th January, 1905. [306H]

Intimations.

FURNITURE WAREHOUSE.

LI KWONG LOONG,

李廣隆

CABINET-MAKER AND ART DECORATOR,

from Shanghai, has opened a

FURNITURE STORE

at

No. 45, DES VROUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Has been patronised by the Hongkong Club,

Hongkong Hotel, Messrs. A. S. Watson & Co.,

Ld., Joint Telegraphs Cos., and other leading

Establishments in the Colony, to whom refer-

ence may be made as to the Superior Work-

manship and Materials of the Furniture, &c.,

supplied.

Messrs. A. S. Watson & Co., Ltd. write as

follows:—

"We have pleasure in stating that Mr. LI

KWONG LOONG furnished the Annex to

our Dispensary and gave us every satisfac-

tion."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and

CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th December, 1904. [60]

TSANG FOO & CO.,

COAL MERCHANTS AND STEVEDORES,

48, DES VROUX ROAD.

SHIPS Coated from along side at the shortest

notice, and with all possible despatch.

Prices Moderate. Telephone No. 329.

Hongkong, 21st October, 1904. [61]

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given in col. "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$8,000,000 \$250,000 \$175,533 \$191,973	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11 9/16=\$25.46 for second half-year 1904	51 %	\$755 sales London £76.10/-
National Bank of China, Limited.....	99,925	£7	£7	\$1,400,000 817,339	\$21,668	\$2 (London 3/6) for 1903	51 %	\$36 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$950,000 \$151,992 \$362,166 \$371,445	\$150,494	\$17 for 1903	61 %	\$285
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	Nil.	Nil.	\$4 1/2 for year ended 30.1.1904	71 %	\$59
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 95 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,810,000 £20,000 \$372,749 \$893,110 \$346,773 \$760,000 \$37,794 \$1,000,000 \$175,533 \$2,561 \$1,107,501	\$2,078,997	\$35 for 1903	5 %	\$700
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$450,000	\$486,284	\$12 for 1902	71 %	\$160
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$175,533 \$2,561	\$329,047	\$6 dividend & \$1 bonus for 1903	81 %	\$86 sales
Hongkong Fire Insurance Company, Limited.....	8,000	\$250	\$50	\$1,107,501	\$360,372	\$34 for 1903	101 %	\$310
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited.....	30,000	\$25	\$25	none	Dr. \$63,123	\$5 for 1900 .....	...	\$214 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$15,000 \$80,935 \$250,000 \$600,000 \$158,444	Nil.	\$3 for year ended 30.6.1903	6 %	\$35
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$200,000 £100,000	\$24,110	\$1 for second half-year 1904	91 %	\$64 sales
Indo-China Steam Navigation Company, Limited ...	60,000	£10	£10	\$200,000 £100,000	£5853	10/- for 1903 @ 1/10 = \$5.378	41 %	\$ 23 sellers
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	Tls. 20,000	Tls. 43,762	Tls. 2 1/2 final making Tls. 4 1/2 for 1904 ...	9 %	Tls. 50
Do. (Preference)	100,000	£1	£1	£4,000 £4,116 \$60,000 \$15,093 \$400,000 \$ 21,675 \$130,153 Tls. 120,000 Tls. 276,679	£58,852	Interim of 1/- (Coupon No. 5) for 1904 ...	41 %	21/-
"Shell" Transport and Trading Company, Limited.....	10,000	\$10	\$10	£4,000 £4,116 \$60,000 \$15,093 \$400,000 \$ 21,675 \$130,153 Tls. 120,000 Tls. 276,679	\$1,287	\$1.80 & b. 40 cts for year ending 30.4.04	31 %	\$371 sellers
"Star" Ferry Company, Limited.....	10,000	\$10	\$5	£4,000 £4,116 \$60,000 \$15,093 \$400,000 \$ 21,675 \$130,153 Tls. 120,000 Tls. 276,679	\$21,231	\$0.90 & b. 20 cts. for year ending 30.4.04	8 %	\$29 sellers
Straits Steamship Company, Limited	5,000	\$100	\$100	Tls. 120,000 Tls. 276,679	\$21,231	\$3 for 1904	8 %	\$125
Taku Tug and Lighter Company, Limited	30,000	T.Tls. 50	T.Tls. 50	Tls. 120,000 Tls. 276,679	Tls. 6,190	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1904 ...	101 %	Tls. 30 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000	\$42,812	Final of \$15 making \$20 for 1904	9 %	\$224 ex div. b.
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,987	\$3 for 1897 .....	...	\$26
Pefak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	Tls. 2 1/2 for year ending 30.9.04	41 %	Tls. 521 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£10	£10	£40,000	£7,820	No. 3 of 1/16	51 %	Tls. 7.30 buyers
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G. \$67,091	50 cents making G. \$1 for 1904	51 %	G. \$174 sales
Paub Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £4,029	No. 12 of 1/- = 48 cents .....	...	\$4
DOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903 ..	...	\$490
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$58,473 \$10,000 \$300,000 \$250,000 \$33,500	\$8,577	\$3.75 for 1904	101 %	\$36 sellers
Hongkong & Kowloon Wharf and Godown, Co., Ltd.	40,000	\$50	\$50	\$10,000 \$300,000 \$250,000 \$33,500	\$29,422	Final of \$2 1/2 making \$5 for 1904	41 %	\$107 1/2 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$33,500	\$498,289	\$6 dividend and \$1 bonus for 2nd half- year 1904	61 %	\$205 buyers
Howarth Friskine, Limited	12,000	\$100	\$100	\$60,000	.....	\$10 div. & \$5 bonus for year end. 30/6/04	71 %	\$220 buyers
New Army Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$489	\$1 1/2 for 1903	41 %	\$25 sellers
Riley Hargreaves & Co., Limited.....	6,000	\$100	\$100	\$150,000	\$40,936	\$1 1/2 for 1903	61 %	\$200 buyers
Do. (Preference)	2,750	\$100	\$100	\$150,000	\$40,936	\$7 dividend and \$1 1/2 bonus for 1903	61 %	\$110
S. C. Farnham, Boyd & Co., Limited	55,200	Tls. 100	Tls. 100	Tls. 900,000	Tls. 48,153	Tls. 5 interim for 1904/5	81 %	Tls. 146 buyers
Shanghai and Hongkong Wharf Company	31,000	Tls. 100	Tls. 100	Tls. 487,210	Tls. 22,895	Interim of Tls. 4 for 1904	7 %	Tls. 157 1/2 buyers
Tanjong Pear Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$206,645	\$10 for 2nd half year making \$16 for 1904	7 %	\$380 buyers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,760	Tls. 18 for 1903	11 %	Tls. 190 buyers
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai) ...	30,000	\$25	\$25	none	\$9,989	\$2 1/2 for year ended 30.6.1904	8 %	\$32 sales
Astor House Hotel, Limited (Tientsin)	2,000	T.Tls. 50	T.Tls. 50	Tls. 41,000 \$100,000 \$11,824 \$20,000	Tls. 655	Interim of Tls. 4	6 %	Tls. 150 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$11,824 \$20,000	\$11,668	\$5 for first half-year 1904	71 %	\$145 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$37,875	Final of \$6 making \$12 for 1904	9 %	\$12 1/2 buyers
Hotel des Colonies Company, Limited (Shanghai) ...	9,000	Tls. 25	Tls. 25	Tls. 13,986 \$100,994 \$50,000	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904 ...	41 %	Tls. 194
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$50,000	\$11,958	90 cents for 1904	71 %	\$12 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$377	\$3 for 1904	8 %	\$39 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 40,066	Tls. 3 final and Tls. 12 bonus making Tls. 8 for 1904	71 %	Tls. 115 sellers
Tientsin Hotel des Colonies, Limited.....	1,400	Tls. 50	Tls. 50	none	Tls. 670	Tls. 4 for 1904	10 %	Tls. 50
Tientsin Land Investment Company, Limited	7,726	Tls. 100	Tls. 100	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	51 %	Tls. 125
Wei-chai-wei Land and Building Company, Limited....	3,750	Tls. 25	Tls. 25	none	Tls. 5,150	None .....	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,747	Final of \$1.70 making \$3.20 for 1904	51 %	\$55
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	11 1/2 %	Tls. 35
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$22,862	50 cents for the year ending 31.7.04	3 %	\$16
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,227	Tls. 13,629	Interim of 3 % a/c 1898 .....	...	Tls. 25 1/2 buyers
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 % a/c 1898 on 6,000 shares ...	...	Tls. 30 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,950	4 % for 1897 .....	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900 .....	...	\$100
Philippine Company, Limited	7,750	\$10	\$10	.....	.....	First year .....	...	\$9 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000 \$250,000 \$25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 66 sales
MISCELLANEOUS.								
A. S. Watson & Co., Limited	50,000	\$10	\$10	\$250,000 \$25,000	\$2,883	Interim of 50 cents for 1904	8 %	\$12 1/2 buyers
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	.....	First year .....	...	\$112 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 %	\$5 1/2
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$506	\$3 for 1903	71 %	\$39 sellers
Central Stores, Limited	6,000	\$15	\$12	.....	.....	Interim of \$1.20 for 1904	11 1/2 %	\$21 sellers
Do. (Founders)	123	.....	.....	\$20,000	\$1,253	None .....	...	\$100
Do. (New Issue)	24,000	\$15	\$12	.....	.....	Preferential of 7 per cent for 1904	7 %	\$74 sales
China-Rorneo Company, Limited	60,000	\$12	\$12	none	Nil.	60 cents for 1903	41 %	Tls. 70 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,042	60 cts for 1903	81 %	\$10
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None .....	...	\$8 1/2
China Provident Iron & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1904	91 %	\$33
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	.....	.....	\$1 1/2 for year ending 31.7.1903 .....	...	Tls. 20 sales
E. L. Monden, Limited	71,000	Tls. 50	Tls. 50	none	Dr. Tls. 15,318	Tls. 5 for 1902	71 %	\$100
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,766	Tls. 5 div. and \$2 1/2 bonus for 1903	71 %	\$26 sales
Green Island Cement Company, Limited	100,000	\$10	\$10	\$400,000 \$25,000	\$95,054	\$2 for 1904	71 %	\$16 sales
Do. (New Issue)	50,000	\$10	\$5	\$186,000	\$13,104	First Year .....	...	\$23 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	£23,109 £3,000	£7,625	Interim of \$1	13 1/2 %	\$160 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	.....	.....	£1 div. and 2/- bonus for 1903	71 %	\$16 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	{ \$1.00 50 cents } for year ending 30.4.1904	61 %	\$16 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$1,706	\$15 for year ending 30.11.1904	71 %	\$200 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$60,000	\$5,316	Final of \$13 making \$17 for 1904	7 %	\$245
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	61 %	\$155 sellers
Hongkong Steam Waterboat Company, Limited.....	15,000	\$10	\$10	\$5,500	\$299	Final of 70 cts. and 50 cts. bonus making \$1.20 for the year ended 30.9.04	10 %	\$19
Katz Brothers, Limited	10,000	\$100	\$100	\$475,000	\$3,400	\$8 for 1904	6 %	\$135 buyers
Iane, Crawford & Co., Limited (Shanghai)	2,500	\$100	\$100	none	\$21,582	Interim of \$5	8 %	\$135 buyers
Maatschappij tot Mijn-, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 528,210 Tls. 19,465	Tls. 35,849	1st quarterly of Tls. 7 1/2 paid 15.3.05	12 %	Tls. 24 1/2 sellers
Maynard and Company, Limited	3,400	\$10	\$10	none	.....	\$2 for year ended 31.10.1904	9 %	\$23 sales
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	Final of \$3 making \$5 for the year ending 30.6.04	9 %	\$55 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	None	Dr. \$5,537	None .....	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 14 for 1904 ...	71 %	Tls. 112 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	51 %	Tls. 88 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,968	Final of Tls. 8 making Tls. 14 for 1904 ...	91 %	Tls. 145 buyers
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Interim of 15/- for 1904	8 %	Tls. 430 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$20,000	\$1,769	\$6 1/2 for year ending 31.7.1904	8 %	\$20 sales
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None .....	...	\$8 buyers
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$3,644	60 cents for year ended 31.5.04	81 %	\$4 buyers
Straits Ice Company, Limited	10,000	\$5	\$5	none	\$700	First year	10 %	\$150 sales
Straits Trading Company, Limited	250,000	\$10	\$10	\$25,000 \$50,000	\$84,813	\$4 div. and 35 cents bonus for half year Tls. 2 for half year	61 %	\$401 sales
Tientsin Native City Waterworks Company, Ltd.	2,641	Tls. 100	Tls. 100	none	Tls. 2,025	Final of Tls. 4 making Tls. 8 for 1903/4 ...	61 %	Tls. 110
Tientsin Waterworks Co. Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 2,211	100 cents for Tls. 1 making Tls. 8 for 1903/4 ...	91 %	Tls. 130
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$20,000	\$480	\$2.70 for year ended 31.5.1904	101 %	\$180 buyers
Do. (Founders)	100	\$10	\$10	.....	.....	\$1 for 1903	12 1/2 %	\$81 sellers
Watkins, Limited	10,000	\$10	\$10	\$4,802	\$1,012	Final of 70 cents making \$1.20 for the year ending 30.6.1904	91 %	\$124 sellers
William Powell, Limited	12,000	\$10	\$10	\$3,000	\$588	.....	...	.....